

# AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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of the road is progressing rapidly. The meeting was very harmonious.

## INVESTMENT BONDS.

The NORTHERN PACIFIC RAILROAD 7.30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7.3-10 per cent. gold interest, and have the following elements of security, viz.:

1. They are the obligation of a strong corporation.
2. They are a First Mortgage on the Road, its Equipments, Rights, and Franchises.
3. They are a first lien on its Net Earnings.

4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized \$5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

## JAY COOKE & CO.,

No. 20 Wall Street, New York.

### Northern Central Railway.

The directors of the Northern Central Railway Company held a stated meeting at Harrisburg, Pa., on the 28th ult., the president, J. D. Cameron, in the chair, Robert S. Hollins, secretary. Among other business transacted was the adoption of a resolution, "that it is inexpedient to declare the usual semi-annual dividend." It was stated by the president that the committee of five, viz.: Thomas C. Jenkins, Henry Webster, Henry G. Moser, A. Loudon Snowden and John S. Irick, appointed at the general meeting of the stockholders held in Baltimore on the 27th of February, to negotiate with the Pennsylvania Railroad Company for the permanent lease of the Northern Central Railway, had not as yet submitted a re-

port to him. The report it is understood, will be submitted to the president in a short time, when it will be printed and furnished the stockholders by Mr. Hollins, twenty days from the holding of a meeting to take action on the report.

## JAY COOKE & CO.,

No. 20 Wall Street,

NEW YORK.

## EXCHANGE

—ON—

LONDON,

PARIS,

BERLIN,

FRANKFORT,

BREMEN,

VIENNA.

## CABLE TRANSFERS,

Circular Letters,

## COMMERCIAL CREDITS,

—ON—

## Jay Cooke, McCulloch & Co.,

No. 41 Lombard St., London.

## CABLE TRANSFERS UPON VIENNA DIRECT

■ Messrs. BILLMEYER & SMALLS, Broad and Narrow Gauge Car-Builders, York, Pa., have recently enlarged their already extensive works and added thereto machinery suitable for the construction of every description of cars, and are now prepared to furnish any parts of narrow-gauge rolling-stock, well packed, ready for shipment by cars or vessels to all parts of the world. The trucks are of iron and steel, and may be shipped complete, ready to be placed under car-bodies at place of destination. They have made shipments in this way to South-America, the Islands, and to Washington Territory via the Isthmus and Cape Horn, and by rail to San Francisco.

■ The estimated earnings of the Kansas Pacific Railway for the week ending April 22 are: freight, \$46,446 06; passengers, \$30,885 68; total, \$77,331 69.

**Texas and Pacific Railway.**

The San Diego, (Cal.) Union of April 22d, announces the commencement on the 21st, in that city, of the work of construction at the California terminus of the Texas and Pacific Railway, and then adds—

We are assured that the work now begun will be carried forward without cessation and with increasing energy; that the company will certainly expend in this city during the present year from three to four hundred thousand dollars; and that the whole road will be completed so that our citizens may go through without change of cars to attend the grand centennial celebration of American Independence at Philadelphia in 1876.

**The Baltimore and Potomac Tunnel.**

The Baltimore and Potomac tunnel, running through a portion of the western section of the city, is upon the verge of completion. It was begun in May, 1871, and the city ordinance giving the Baltimore and Potomac Railroad Company the right to construct the tunnel under the beds of certain streets requires the portion on those streets to be finished during the present month. This requirement will be complied with. The track-laying is now proceeding, about half a mile of the tunnel being already laid with double tracks of steel rails and stone ballasting. The tunnel is made with two open cuts, one of 200 feet, near Boundary avenue, and between Oliver and John streets, and the other of 345 feet, between Pennsylvania avenue and Fremont street. Exclusive of the open cuts the tunnel is 6,448 feet long, and with the open cuts 7,593 feet. It connects the Baltimore and Potomac Railroad with the Northern Central Railroad at North avenue bridge over Jones' falls, the portal of the tunnel being at the western abutment of the bridge. It then follows the line of Wilson street from Oliver street to John street. The first open cut, that between Oliver and John streets, will be kept open for ventilation and light. From John street the line follows Wilson street to Pennsylvania avenue, where it curves to the right into Winchester street. Here is the other open cut; it will be kept open for the reasons before stated and also for a depot, which will be located here fronting on Pennsylvania avenue. Passengers will descend by stairs from the depot to the track. Thence the tunnel runs still under the bed of Winchester street, to Gilmore street, where it ends, connecting with its road running into the open country. The distance between Bolton and John street, about 1,100 feet, is tunnel proper; that is, it was carried through by drifts wholly under ground. The other part of the tunnel was worked by making open cut, then arching the tunnel, covering it over and restoring the grade of the street. The sewers in some cases which the line of the tunnel crossed have been deflected and carried along parallel with the tunnel until the ascending grade of the latter allowed the sewers to pass above or below the arch. The most serious difficulty, and one not encountered in tunnelling outside of cities, arose from the streets being built up with houses on each side. To prevent the earth caving in and causing the houses adjacent thereto to crack and settle, it was necessary to make the sides of the cut vertical, and to support them with heavy timber. The tunnel is constructed so as to almost insure stability and safety.

The masonry at the abutments all along the tunnel rests on solid rock, clean sand or gravel, with bunch backing stone all the way up the sides of the cut. Some springs were struck, but as the tunnel is entirely down hill to Jones' falls, the water has simply been turned into the tunnel and drained into the falls. The arch is turned with five rings of brick and well backed with rubble masonry. The side walls are of massive masonry, of Cockeysville marble, rock faced, but dressed at beds and joints.

The following are the officers under whose direction the tunnel has been built: Thomas Seabrook, general manager Baltimore and Potomac Railroad; Israel Smith, acting chief engineer;

H. H. Carter, engineer in charge of the tunnel; Thomas Butter, contractor for the tunnel. The cost of the tunnel, it is estimated, will be about \$2,000,000. It is expected the cars will be running through the tunnel somewhere about the first of June next.

The Western Maryland Railroad connects with this tunnel at Fulton avenue. The Union Railroad tunnel 3,410 feet long, begins at the western portal of the Baltimore and Potomac tunnel, running under the bed of Hoffman street to Bond street, whence the open track of the Union Railroad passes to tide-water at Capitol. The greatest depth of cut of the Union tunnel is 66 feet, and of the Baltimore and Potomac tunnel 55 feet. The Union tunnel is also nearly completed.—*Balt. Sun.*

**Lehigh Coal and Navigation Company.**

The Board of Managers respectfully submit their report for the year 1872, as follows, viz:

Revenue from railroads.....	\$822,770 05
Revenue from canals.....	293,788 79
Net profit on 566,724 tons Lehigh coal	146,493 15
Royalty on coal mined by lessees...	69,397 88
Net profit on real estate sold.....	27,708 45
Net profit from rents.....	66,597 82
Miscellaneous receipts.....	1,673 07
Total.....	\$1,428,429 21
Less general expenses.....	97,246 70
Less rent and taxes Nesquehoning Valley Railroad.....	136,500 00
Less rent and taxes Delaware Division Canal.....	188,701 40
Less loss on 232,980 tons Wyoming coal.....	37,980 33
Taxes chargeable to canals \$9,394 14	
Taxes chargeable to coal and coal lands.....	75,225 92
Taxes on interest.....	39,000 53
Taxes on capital stock and surplus of 1871.....	24,615 79
Taxes on landed property and improvements.....	14,894 36
Total.....	\$1,704,355 55
Balance of interest account for 1872	1,080,796 39
Deficit.....	\$275,926 84

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1871 was as follows, viz:

	1872.	1871.
	Tons.	Tons.
From the Wyoming region	1,497,304	1,297,561
From the Upper Lehigh region	205,018	111,758
From the Hazleton region	241,701	217,117
From the Beaver Meadow region, via Nesq. Val. R.R.	168,094	88,665
From the Beaver Meadow region, via Lehigh Val. R.R.	109,737	71,727
From the Mahanoy region	13,336	6,551
From the Lehigh Coal and Navigation Company's Lehigh mines.....	549,115	486,827
From sundry shippers.....	8,400	2,672
Total.....	2,792,705	2,277,778

Distributed as follows:

	1872.	1871.
	Tons.	Tons.
Delivered east of Mauch Chunk by railroad.....	1,672,832	1,331,058
Delivered east of Mauch Chunk by canal.....	767,094	740,733
Consumed along the line above Mauch Chunk.....	75,259	70,901
Delivered to connecting lines in Wyoming Valley.....	232,104	105,225
Delivered to Lehigh Valley Railroad at Packeron.....	15,801	29,866
In stock at Hazardsville.....	29,615	.....
Total.....	2,792,705	2,277,778
Showing an increase of....	514,927	

The production of the company's mines was as follows:

	1872.	1871.
	Tons.	Tons.
From the Summit mines.....	498,866	462,128
From the Room Run mines.....	67,858	48,983
From the Newport mines.....	102,263	112,785
From the Plymouth mines.....	130,667	.....
Total.....	799,654	623,846
Shipped by railroad.....	484,883	259,924
Shipped by canal.....	309,584	837,004
Sold at mines and Mauch Chunk	12,862	9,214
Sold at planes, &c.....	10,482	12,154
In stock at Hazardsville and elsewhere.....	32,893	5,550

	1872.	1871.
	Tons.	Tons.
Total.....	799,654	623,846
Showing an increase of....	175,808	.....

	1872.	1871.
	Tons.	Tons.
From Sugar Notch mines, Wilkesbarre C. & I. Co., lessee .....	112,667	110,245
From Cook estate, Wilkesbarre C. & I. Co. lessee.....	41,973	27,963
From Greenwood mines, E. Borda, lessee .....	60,596	7,739

	1872.	1871.
	Tons.	Tons.
Total.....	215,236	145,947
Showing an increase of....	69,289	

The foregoing statements show a very satisfactory increase in the amount of business of the railroads, with a moderate increase in canal tonnage, and in our coal productions.

Notwithstanding the increased volume of business, the profits were less than in 1871, owing to the extremely low price of coal during the year.

**RAILROADS.**

The receipts from passengers show an increase of about 15 per cent., and from miscellaneous freights of about 20 per cent. over 1871. While the amount of coal delivered on the line and forwarded east of Mauch Chunk for the year exceeded the amount in 1871 by 365,566 tons, the receipts therefrom were less by \$229,790.57 than for transporting the smaller amount in 1871.

**The tonnage of—**

	An average age of per ton, per mile.	Received Per ton
1869 was transported 64.17 m.	\$1.28	\$0.02
1870 " " 63.75 "	1.06	.01 15
1871 " " 66.07 "	1.13	.01 73
1872 " " 60.55 "	78	.01 29

At the rate of 1871, the receipts from transportation of coal in 1872 would have been in excess of the actual amount received therefrom the sum of \$607,500, of which our one-third would have amounted to \$202,500.

The lessee, with our concurrence, is double-tracking the Lehigh and Susquehanna Railroad from Easton to Penobscot, a distance of eighty-three miles. More or less work has been done on all sections excepting between Penn Haven and White Haven, and a considerable portion of the work will be completed and in use next summer. Large additions have been made to the equipment, and every preparation is being made for the wants of the increased business which the coal companies tributary to our roads are prepared to give us.

**CANALS.**

Owing to the cold weather in the early spring our canals were not opened for business until the 7th of April, and they remained open, without material interruption, until closed by ice on the 7th of December.

On the 28th of June the tonnage was 165,836 tons in excess of last year, but this amount was gradually reduced until the excess at the close of the season was only 26,361 tons. During September, October, and November usually our best months, the falling off was very large, due principally to the dullness of the coal market.

The amount received for tolls on—	
740,733 tons in 1871, was.....	\$522,221 69
767,094 tons in 1872, was.....	446,965 51
Less in 1872.....	75,256 18

Which accounts for the reduced net revenue in 1872. At the rates of tolls current in 1871 the receipts in 1872 would have been \$130,000 larger than they were without any increased expense. We have been steadily improving the condition of the canals, and they are stronger now than ever before.

## COAL.

The production of our Lehigh mines was 55,663 tons in excess of the previous year. While the prices realized were unusually low, the cost of production was materially increased by the duplication of expenses connected with the gradual changes from gravity road to Nesquehoning Valley Railroad, from Mauch Chunk to Nesquehoning Valley Screen Building for the second preparation, and to Hazardville for shipping into the canal. The changes have all been made, and we anticipate favorable results from them during the coming year. From the improvements at the mines referred to in our last annual report we derived very trifling advantage during the past year, but they will have progressed sufficiently by the opening of navigation next spring to increase materially the production and diminish the cost.

The small production of our Newport mines was due to the repairs to the breakers during the first half of the year, and the scarcity of men and the difficulty in selling coal later in the year. The red ash coal from our Plymouth mines has given general satisfaction, and commands ready sale.

Improvements in progress on our Greenwood property by the lessee have opened a large amount of fine coal, proving it to be of as great value as we have ever estimated. We expected a large increase of revenue from that property during 1873, but the recent destruction of the breaker by fire will delay the realization of the increase. The breaker belonged to the lessee and the company sustained no loss by the fire.

The deliveries of coal from our city yards to factories and families amounted in 1872 to 55,845 tons. We find this a very satisfactory way of selling coal, and expect to increase materially the amount thus disposed of. The total amount of coal mined by the company and its lessees in 1872 was over a million of tons, and the profit realized therefrom was small. Had the prices at which we sold in 1871 been realized on the sales in 1872, the net result of our coal business would have been at least \$400,000 in excess of the actual profit realized therefrom.

The privilege of converting the loan of 1867, due in 1877, into stock expired on the 10th of December last, and but a small amount was converted. We offered to the holders of the loan to extend the privilege for five years if they would also extend the maturity of the loan five years, and pay 2½ per cent bonus. Loan to the amount of \$689,100 was thus extended, leaving \$762,779 18 of the original issue outstanding at the close of the year, besides the amount pledged as collateral security for loans of money to the company.

The amount of this loan authorized by the action of the Board in October, 1867, was \$3,300,000 00. There is now outstanding \$762,779 18. There has been converted into stock \$45,000 00. Leaving available \$807,779 18.

Leaving as the amount of loan extended by the action of the Board on December 3d last \$2,492,220 82. Of this amount there was issued in exchange for the original loan \$689,100 00.

Leaving available as collateral security for loans or for other purposes of the company \$1,803,120 82. Of which amount, \$419,000 was at the close of

year outstanding as collateral security for loans.	
The new year opens with good promise for coal interests. Although the quantity of anthracite sent to market in 1872 exceeded that in 1871 over three and a quarter millions of tons, there was no surplus at the end of the year, and the markets are likely to be bare when navigation opens next spring.	
The new iron furnaces in process of construction, the activity of the iron trade generally, the enlarged area of consumption, the increasing demand for ocean steamers, and for export, indicate that the wants of 1873 will greatly exceed those of 1872.	
This last was a season of unusual regularity in coal production and transportation, and if there is any less regularity in 1873 it will be difficult to supply the demands of the market.	
Our interests are all dependent on the condition of the coal trade, and if that prospers we prosper, and we are glad to feel that the promise of the year we have just entered upon is favorable.	
The mines of the company have not, for many years, been in as good a condition as they will be on the opening of canal navigation, and we anticipate a considerable increase in their production. Other companies shipping from the Wyoming and Beaver Meadow regions by our railroads and canals are preparing to increase their shipments largely, so that we need only that the coal shall sell at fair prices to yield us a large return from the business of the coming year.	
BALANCE SHEET, January 1, 1873.	
Lehigh and Susq. R. R. construction and branches.....	\$12,463,465 43
Lehigh Navigation and shipping pockets.....	3,000,000 00
Shipping improvements—Hazardville.....	75,640 26
Coal Lands—	
Lehigh Region.....	\$5,000,000 00
Wyoming Region.....	2,982,928 44
Greenwood lands and improv'mts	7,982,928 44
Coal Improvements—	
Lehigh Region.....	\$1,396,178 30
Wyoming Region, Plymouth.....	282,445 34
Wyoming Region, Sugar Notch.....	250,000 00
Wyoming Region, Newport.....	200,520 32
Wyoming Region, Hanover.....	444 72
	2,129,588 68
Summit Hill R.R. & improvements	95,989 08
Landed property & improvements.	1,022,740 89
Canal equipment.....	195,090 76
Mining Equipment—	
Lehigh.....	\$288,912 35
Newport.....	89,040 80
Plymouth.....	51,660 89
	429,614 04
Supplies on hand.....	94,441 39
Tools and Stock in Mines—	
Lehigh.....	\$194,028 48
Newport.....	68,584 68
Plymouth.....	16,745 62
	274,308 73
Coal on hand.....	214,509 07
Contingent fund.....	1,041,081 53
Bills receivable.....	\$66,169 68
Bonds and mortgages.....	76,893 31
Ground and water rents	175,002 64
	318,065 53
Cash on hand .....	352,694 18
Balances due by agents and rents due company.....	16,295 94
Sinking fund under mortgage, 25-year gold loan.....	1,689 58
Gold loan assumed by Central R.R. Co. of N. J.....	2,310,000 00
Convertible gold loan, 1894, on hand	1,020,000 00
Balance of individual ledger .....	253,219 17
	\$84,165,560 87

Capital stock .....	\$8,784,860 09
Loan of 1877 .....	\$762,779 18
Loan of 1884 .....	5,566,276 70
Loan of 1894 (convertible gold) .....	1,909,000 00
Loan of 1897 (railroad) .....	2,000,000 00
Loan of 1897 (gold) .....	4,916,500 00
Loan of 1911 (consolidated mortg'ge) .....	116,000 00
Loan of 1881 (Nanticoke) .....	9,000 00
Loan of 1882 (convertible) .....	689,100 00
Greenwood mortgage loan due February 1, 1892 .....	819,000 00
Do. due October 1, 1877 (L. S.) .....	140,000 00
	16,927,665 88
Bills payable .....	3,708,488 36
Mauch Chunk drafts unpaid .....	167,564 07
Due boatmen and depositors—	
Mauch Chunk .....	282,454 95
Do. C. R. R. of N. J., for L. and S. R. R. construction work .....	522,000 00
Ground rents, mortgages & dowers .....	66,460 67
Pay rolls charged to business of 1872, payable in January 1873 .....	101,825 91
Vouchers charged to business of 1872, payable in January 1873 .....	49,073 12
Unclaimed wages due and unpaid .....	6,894 95
Dividends due and unpaid .....	719 20
Profit and loss .....	3,479,415 63
Interest due January 1, and arrears .....	68,868 14

At an election held February 25, 1878, the following named persons were chosen officers of the Lehigh Coal and Navigation Company for the ensuing year:

President.—E. W. CLARK.

Manager.—Francis R. COPE, Francis C. YARNALL, Fisher HAZARD, Charles PARRISH, George F. TYLER, Phillip C. GARRETT, Charles WHEELER, George WHITNEY, Alexander BIDDLE, John LEISURENG, Samuel THOMAS.

General Agent.—J. P. ILSLEY.

Treasurer.—SOLOMON SHEPHERD.

Secretary.—F. MITCHELL.

## City Passenger Railroad Cars.

Mr. JOHN STEPHENSON, of 47 East 27th Street, this city, has been engaged in the manufacture of city passenger railroad cars and omnibuses since 1831, and has succeeded in building up an immense business. Horse cars from his establishment being now in use in London, Liverpool, Birmingham, and Leeds, in England; Glasgow, in Scotland; Dublin, in Ireland; Brussels, Copenhagen, Lisbon, and Vienna, on the Continent; Buenos Ayres, Montevideo, Valparaiso, Callao, Rio Janeiro, Lima, and other cities in South America, and in Montreal, Quebec, Ottawa, and Halifax in British North America. The greater part of the horse cars used in New York are also made here. Some of the cars intended for England are provided with a light flight of stairs to the roof, on which are seats. In others for South America cushions are dispensed with, and the seats and backs are formed of long thin boards perforated with holes for ventilation, bent into a curved shape, the seats being concave and the backs slightly convex.

Rutland (Vt.) has two railroads under consideration; one from Barre to Worcester, and the other from Coldbrook to Princeton, uniting the Ware River road with the Boston, Barre and Gardner.

**Is there to be a Rival Seaport to New York  
on the North Atlantic?**

A writer in the *Daily Bulletin*, in discussing the future of Virginia, makes the claim that a new and important seaport is to arise on the Chesapeake Bay which will be, so to speak, the Liverpool of the United States, the shipping port for the west, while New York remains the centre of financial exchanges. There is some movement afoot in connection with the deep-water extension of the Chesapeake and Ohio Railroad which gives color to the idea that a new and extensive shipping port is to be established not far from Hampton Roads which will become by reason of its advantages of exit and entrance a rival of the minor out-ports if not of New York itself. The *Bulletin* writer says:

The commercial eminence of New York did not come through merit of position, either looking seaward or westward. Until the tide waters of the Hudson could be fed by the fresh waters of the lakes, Philadelphia, although distant from the ocean, out ranked New York in foreign commerce. Norfolk Bay was more attractive to foreign shipping, and even Perth Amboy, on the Jersey coast, indulged not very unwise hopes of a successful competition. Previous to the completion of the Erie Canal Massachusetts Bay held more foreign ships than passed Sandy Hook, and Charleston, South Carolina, feared not the rivalry of Manhattan. When the canal was finished, giant strides were made, and New York not only distanced all competitors, but dwarfed almost every other Atlantic port, including Philadelphia, to a coasting trade. When Pennsylvania was aroused, she found no means of linking the navigable waters of Western rivers with tide-water within her own territory, but did what she could by rail and tow path. She had to wait the conception and birth of the larger enterprise—all rail: and it is only of late that a rivalry in ocean commerce has been rethought of under new auspices. To the north, the Hoosac Tunnel will open the gate which hitherto shut out Boston from a successful competition in Western traffic and ocean commerce. To the South, below Norfolk, no port can gain much beyond a local and sectional prominence. Baltimore, Philadelphia and Boston, all now splendidly equipped with carrying facilities for Western trade, can only, for various reasons, divide the fringe of foreign commerce, the body still continuing to enter and depart where the preponderating forces have been aggregated. The contest in the future, if there is need for any, will be between the harbor of New York and that of Hampton Roads (Norfolk and vicinity). Until the completion of the Ohio and Chesapeake Rail way, such a contest was but a dream—now it is a tangible hope that has a precedent in the effects which had the Erie canal for the cause. Nor is that an idle hope. Assuming Cincinnati as the representative focus of Western traffic, Richmond is reached by water, 160 miles, and rail 420—580; Baltimore, 671; Philadelphia, 816; New York, 900. The great Valley of the Mississippi, with 25 millions of inhabitants, 16,000 miles of river navigation, and 31,000 miles of railroads, obtains an outlet on the Atlantic at Richmond, Norfolk or Yorktown, not hitherto equalled in respect to distance.

The maximum grade of the Chesapeake and Ohio, for 16 miles only, is 75 feet; a milder climate lessens winter obstructions; and Ohio is left at the highest point of free navigation at low water, easy curves and the deepest harbors, entrepôts with the readiest access from the ocean and the safest reached, never incommoded by ice, and less visited by the cutting winds of a Northern winter, may all be said to favor the speedy recognition of a route calculated to attract a through traffic of immense proportions.

From the eastern terminus to the Blue Ridge, agricultural lands are traversed by the Ohio and Chesapeake, which are not surpassed in respect to

natural fertility, location and surroundings by any lands in the North. In value and variety of agricultural products Eastern Virginia has not been equalled. The iron deposits which have enriched Pennsylvania are here duplicated and multiplied.

Timber and pasture lands abound on the lowlands and crown the mountain ranges. Passing into Western Virginia, we find a country, almost the whole area of which is underlaid with coal, oil, salt; the surface covered with timber, oak, walnut, hemlock, poplar, beech and ash; the soil rich, loamy and genial; the bottom lands fat, and the hills all arable; iron ore in abundance at hand and within easy reach; limestone, fire clay and building material in profusion; navigable rivers, a location central to North, West and South, and in the pathway of the great midland route of the Continent, which must cross two routes now running eastward from the Ohio to tide-water. Here we have a condensed view of a region of wonderful promise.

**Grand Trunk Railway of Canada:  
REPORT OF THE DIRECTORS FOR THE HALF YEAR  
ENDING DECEMBER 31, 1872.**

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been £966,678. Deduct—The ordinary working expenses (being at the rate of 64.95 per cent, against 59.70 of the corresponding half of last year), £627,894; and renewals, &c., of the permanent way and works in the half-year debited to revenue, £165,399, making a total of £793,298, leaving an available balance earned in the half-year of £173,885. Deduct loss on American currency, £24,195—balance, £149,190, in comparison with £160,894 at the corresponding period of 1871.

To this sum of £149,190 has to be added the balance carried from the net revenue account of last half-year of £1,653, making a total balance of £150,843. From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of £17,890, leaving the balance of £132,953 applicable for the following payments viz—

Interest on hired cars, temporary loans, &c. ....	£13,070
Atlantic and St. Lawrence lease (in full). 29,001	
Detroit lease (in full)....	11,250
Montreal and Champlain....	12,081
Buffalo and Lake Huron....	30,000
1st equipment bond interest.....	15,000
2d " " "	16,000
Balance carried forward .....	311
	£132,953

Comparing this half year with the corresponding period of 1871, the gross receipts show an increase of £31,837, or 3.35 per cent. There was an increase in the passenger receipts of £29,958, or 9.19 per cent, and in the freight receipts of £1,849, or 0.22 per cent. The total number of passengers carried was 984,525, against 961,432; and the quantity of freight was 797,935, against 789,231 tons. The average receipt per passenger was 6s. 6d. against 6s. 1d.; and per ton of freight 15s. 4d. against 15s. 5d.

The extraordinarily severe weather which set in towards the end of December caused an actual decrease in the traffic receipts for the last week of the year of nearly £13,000, and the change of the gauge between Sarnia and Fort Erie, carried out last November, caused for a time a considerable interruption in the general traffic; and from these two causes the gross increase in the traffic was considerably less than it otherwise would have been. It will be seen, however, that the steady growth of traffic to which reference has frequently been made in previous reports still continues, and that notwithstanding the exceptional causes referred to, a greater number of passengers and tons of freight were carried during the past six months than in any previous half-year.

The expenses for the half-year amounted, including the renewals as charged in the ordinary

revenue account, to £793,298, or 82.07 per cent of the gross receipts; as against £712,724, or 76.18 per cent for the corresponding six months of 1871. Excluding the renewals, the ordinary working expenses were 64.95 per cent, against 59.70 per cent. There was an increase of expenditure for the half-year of £69,826—at the rate of 12.41 per cent, against an increase of 3.35 per cent in the receipts. This additional expenditure was wholly due to the enhanced cost of fuel and other materials used in the working of the railway, and to a further rise in wages.

The number of miles of permanent way re-laid during the year was 236, of which 182½ miles were laid with steel. The total length of steel rails laid up to the 31st December last was 291½ miles. The number of sleepers laid in during the year was 909,564, against 673,703 in 1871. The ballasting of a further length of 174 miles was completed. It will be observed that the total charge for maintenance and renewals in the past half year was, for maintenance £78,031, and for renewals £193,138. In the previous half-year the charges for these items were, for maintenance £70,918, and for renewals £76,780. The total charge for 1872 was, therefore, £418,868. Of this amount, £27,739, representing the cost of laying in the track 2,905 tons of steel rails with fittings, &c., has been brought to the debit of a supplemental account. This account has been opened for the purpose of charging it with the cost of the additional quantities of steel rails intended to be laid on the line beyond the 14,000 tons already arranged to be included as part of the ordinary maintenance and renewals of the railway during 1873 and 1874. This extra quantity will amount in the present and two following years to 32,000 tons. To the credit of this supplemental account has been placed the sum of £82,737, a portion of the proceeds realized from the recent sale of the Atlantic bonds. It will be remarked from the engineer's report that the condition of the permanent way is more satisfactory than it has been for many years. The breakages of iron rails during 1872 have been 50 per cent less than in 1871. The cost of maintenance will materially diminish as steel rails are further substituted for iron rails; and ultimately the total sum for maintenance and renewals, when the main line has been relaid with steel, will not, it is expected, amount to much more than one-half of the sums above charged.

The total train-miles run were 3,474,208 against 3,642,556, showing a decrease of 168,348 miles; and there was a decrease in the car-mileage of 527,570 miles. The cost per train-mile in the locomotive department was 32.14 cents, against 26.40 cents. The increase in the item of fuel in this department was no less than £21,237, and the increase in the wages amounted to £5,701. These two items alone represent very nearly the increased cost of the working of the locomotive department in the half-year. In regard to the charges for "car hire," &c., it will be noticed that a large saving has been effected in consequence of the action by the president when he was in Canada last autumn in terminating certain onerous agreements that were then in force, and had several years to run, for the use of changeable-gauge car-stock. The saving thus made will not be less than at the rate of £50,000 a year.

The total addition to capital during the six months was £1,018,037, of which £464,075 was the capitalised interest on the four classes of preference bonds and stocks, and £816,926 was paid on account of the purchase of the Montreal and Champlain, under the terms of the agreement made with that company. The other items, less certain credits, are chiefly for new works, the details of which will be found fully set forth in the accounts themselves.

The receipts in American currency during the half year amounted to \$2,439,000, as against \$2,387,000, of which \$1,101,554 was converted into gold against \$956,599, entailing a loss of £24,195, against £18,183 for the corresponding period of 1871.

Having regard to the future, the directors have to report that their bill now before the Canadian

Parliament, containing the additional clauses adopted by the meeting held on 20th of March last, has been approved by the Government in respect of the postponed and contingent Dominion debt of £3,111,500, and that the railway committee of the Canadian House of Commons to whom it was referred, has reported favorably upon it. As was announced at the meeting referred to, the contractors for the new issue of £10,000,000 of ordinary stock have already deposited £100,000; and they are bound to place a further sum of £100,000, in the hands of the company within a fortnight after notice has been received of the passing of the bill. As soon as this last deposit has been paid the company will be prepared on the request of the contractors to issue the new stock. A further sum of £300,000 is then to be paid by the contractors within one calendar month from the date of payment of the last mentioned £100,000. The balance of £1,500,000 is to be paid by the following six instalments—viz., £200,000 on 30th September and 31st December 1873 and 31st March 1874 respectively, and £300,000 on 30th June, 30th September, and 31st December 1874 respectively. The directors have, as far as possible, made preliminary arrangements—with a view to the narrowing of the gauge from Stratford to Montreal during the present year—for placing on the line, by the time the narrowing is effected, of 125 additional narrow gauge engines, and for completing other important works in stations, sidings, and ballasting; and they will be better prepared, therefore, to give the necessary orders for the carrying out of the above improvements as soon as their bill has finally passed.

According to the latest advices from Canada, there is every reason to believe that the International bridge will be opened for traffic in August next. The traffic at present passing between Detroit and Buffalo, even with the limited carrying capacity of a ferry boat, exhibits gratifying results.

Further sections of the Intercolonial will also be opened during the present year, and will be of assistance to the traffic of the Eastern section of the Grand Trunk.

After the expenditure of the proceeds of the £10,000,000 of new ordinary stock which it is proposed to issue, the directors feel that a new condition of things will be established on the Grand Trunk. The line will be made equal, as regards permanent way and rolling stock, to any railway on the American continent. Canada and the western States of the Union in connection with it are advancing rapidly in population and wealth. There is now more reason than at any previous time to hope that the company will at last surmount its difficulties, and be placed in a fair way to realize that measure of success which the directors and proprietors have so anxiously and persistently labored, in spite of repeated disappointments, to achieve.

As, after the passing of the bill, the first and second preference bonds will become first and second preference perpetual stocks, due notice will be given as to the time when these bonds are to be sent to the office for conversion, and for the capitalization of the interest due upon them.

The directors who retire by rotation are Sir James Ramsden (who was elected by the board to fill the vacancy created by the retirement of Mr. Molson), Mr. Kirkman D. Hodgson, M. P., Mr. Grosvenor Hodgkinson, M. P., and Captain Tyler. These gentlemen are eligible, and offer themselves for re-election.

Much to the regret of the board, Mr. Grant has signified his intention of resigning the office of secretary, which he has held in Canada and in London for nearly twenty years, in order to accept a partnership in a London firm. That Mr. Grant should meet with advancement can surprise no one who know him, and the directors and shareholders will alike congratulate him on his improved position. During his long connection with the company, and especially in those periods of difficulty and depression which it may be hoped, are now at an end, Mr. Grant has never failed in those

qualifications of zeal, tact, and ability, which have enabled him on many trying occasions to render most important services to every interest concerned in the undertaking.

A vacancy has occurred amongst the auditors by the retirement of Mr. Child. It has been intimated to the board that the election of Mr. Grant to fill this vacancy would be highly satisfactory to the proprietors, inasmuch as Mr. Grant's intimate knowledge of the affairs of the company would render his services in that capacity exceedingly valuable, and that he will be proposed for election as one of the auditors.

#### **Central Vermont Railroad.**

A correspondent of the Boston *Advertiser*, writing from St. Albans, Vt., under date April 30th, gives the following account of the first steps in the organization of the new corporation that is to have charge of the interests hitherto managed by the Vermont Central Railroad trustees:

The commissioners named in the bill obtained at the last session of the Legislature to create the Central Vermont Railroad Company to take the place of the Vermont Central, met this afternoon in the parlor of the Weldon House to open the books for subscription to the stock of the new organization. Two of the committee were present, ex-Governor Stewart and Mr. Nichols. The commissioners are empowered to accept subscriptions on the first and second mortgage bonds at not less than their market value. The rate named is ten dollars for a second mortgage bond and forty dollars for a first mortgage, and upon cash subscriptions five per cent at the time of subscribing. Subscriptions were freely made, and in a very short time the amount was carried up to two million dollars cash subscriptions and one hundred and twenty-seven thousand dollars in second mortgage bonds. A list of the principal subscribers is appended, with the number of shares standing against their names: G. M. Rice, Worcester, Mass., 500 shares; J. H. Perkins, Boston, 250; J. G. Abbott, Boston, 150; J. H. Kimball, Bath, Me., 250; B. P. Cheney, Boston, 250; John B. Page, Rutland, Vt., 250; J. A. Brooks, Boston, 127; W. C. Smith, St. Albans, Vt., 250; C. T. Lincoln, North Bennington, Vt., 100; N. S. Colburn, Manchester, Vt., 100; J. G. McCullough, North Bennington, Vt., 100; A. O. Selover, New York, 1,000; G. N. Brown, New York, 3,000; A. McKinney, New York, 1,000; J. O. Hoyt, New York, 500; C. Meyer, New York, 2,000; Wm. B. Duncan, New York, 3,000; Joseph Clark, Milton, Vt., 200; J. G. Smith, St. Albans, Vt., 500; J. R. Langdon, Montpelier, Vt., 250; L. Barnes, Burlington, Vt., 250; Estes Howe, Boston, 200; L. Underwood, Burlington, Vt., 100; T. W. Park, North Bennington, Vt., 5,318.

It will be noticed that by far the largest amount subscribed is from parties in New York and the southwestern section of the State on the line of the New York, Boston and Montreal Railroad, which by securing the charter of the Vermont Central Railroad, becomes one of the most important corporations in this country. The public are not to infer from this that the interests of New England and of Boston are to suffer. It is understood, on the contrary, that every measure will be employed to put the line in the most thorough condition for its development for the business that belongs to it. The gentlemen resident in New York and Northern Vermont have two objects in view—that of obtaining a connection of their road with Montreal and the lumber regions of Canada, and that of developing the Vermont Central line. The charter provides that a majority of the directors must be citizens and residents of Vermont.

The line of the Worcester County Central Railroad, which is now being examined, to run from Worcester through Leicester, Spencer, East Brookfield and Hardwick, to the Springfield and Northwestern Railroad.

#### **The Covington and Lexington Railroad Case Decided.**

The important case of the Covington and Lexington Railroad Company vs. Bowler's heirs and others was decided by the Court of Appeals yesterday, the judgment of the Kenton Circuit Court in favor of Bowler's heirs and others being reversed on the merits of the controversy.

It is held that the appellant (the old company), by accounting to Bowler's heirs and assignees for the moneys expended by them in satisfaction of the Fayette Judgment and for repairs and improvements on the road, are entitled to have an account for profits realized from its operations, and, by complying with the terms of the Fayette judgment, to be restored to the control and management of the road.

The pleas of limitation and former adjudication are discussed and overruled, the court holding:

First—That the Kenton Circuit Court, having jurisdiction of the persons to be affected, may rightfully determine whether or not the appellees hold the road in trust for the railroad company.

Second—In the exceptions filed by the stockholders to the report of the commissioner of the Fayette court they did not represent the Covington and Lexington Railroad Company, and consequently the company was not bound, nor is it now estopped by the order of the Fayette court overruling those exceptions.

Third—This is not an action for the recovery of real property, nor an action for relief on the ground of fraud, but it is a suit to declare and enforce an implied or constructive trust. The cause of action arose when Bowler finally and decisively repudiated the claim of appellant to the benefit of his purchase. The limitation to this class of actions is five years. Bowler having died, and his representatives being necessary parties, the bar was not complete when this suit was brought. A mandate fixing the basis upon which to settle the accounts between the parties will be prepared and filed within few days.

The case has attracted considerable attention, was ably argued, and held over for consideration for quite a long time by the Court of Appeals.—*Louisville Courier Journal, Apr. 30.*

It is expected that the laying of the rails the entire distance of the Nashua and Acton road will be completed this week, a distance of fifteen miles. This road connects at Nashua with northern roads, and at the easterly part of Acton with the Framingham and Lowell road; from that point to West Concord, over the latter road, to the Fitchburg road, a distance of four miles. On this section it is proposed soon to lay another track, so as not to inconvenience the Lowell and Framingham road. The road has been constructed in a very thorough manner, and the rolling stock is in readiness to be put on.

The following gentlemen were elected directors of the Kansas Pacific Railway Co. on the 1st inst.: Robert E. Carr, Adolphus Meier, C. S. Greeley, S. M. Edgell, John D. Perry, F. W. Meister, D. W. Lewis, Jr., Eastman Harrison, of St. Louis; Thomas A. Scott, M. Baird, of Philadelphia, and John McManus, of Reading, Pa. Robert E. Carr was re-elected president. The annual report gives the net earnings for 1872 as \$1,494,000, being an increase of \$484,519 over the preceding year.

The work of building the Mississippi Central Railroad extension, north from Jackson, Tenn., is progressing with great rapidity. The track is now laid for over ten miles, and the grading is all done to Milan, with the exception of one cut. In two or three weeks at farthest, the iron will be laid down to Milan, the junction of the road with the Memphis and Louisville.

## RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	58,169	51,881	60,029	51,156	55,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,653
1868.....	64,463	56,967	51,390	56,451	106,856	164,729	256,590	251,832	282,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	301,308	455,048	508,270	556,080	532,657	511,854	609,788	579,642	535,396	467,659	5,870,882
1870.....	413,104	394,176	488,332	623,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,442	720,929	582,341	705,176	869,297	1,006,373	906,922	981,006	897,234	672,358	9,467,072
1872.....	502,223	571,836	875,763	949,568	1,380,928	1,138,273	1,272,510	1,271,629	1,284,689	1,285,576	1,299,900	1,007,125	12,900,126
1873.....	852,800	694,010	974,460	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,507	387,269	322,638	360,223	323,030	271,245	3,695,153
1867.....	245,787	151,832	235,961	282,166	335,510	342,358	354,244	415,952	408,999	426,752	359,102	330,106	3,592,861
1868.....	276,117	275,140	267,694	279,121	303,342	384,504	404,012	558,101	486,196	608,746	409,569	361,701	4,508,643
1869.....	348,182	315,099	388,727	328,390	345,833	402,854	531,045	493,232	506,623	488,212	397,515	340,881	4,681,663
1870.....	281,109	516,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,606	441,197	404,264	4,849,405
1871.....	353,235	342,360	384,999	388,964	461,300	466,097	533,655	524,163	507,617	473,227	465,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,766	431,315	382,04	5,156,326
1873.....	362,568	404,477	424,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1866.....	273,876	317,839	390,355	421,363	406,830	505,145	490,710	519,306	609,605	729,759	716,378	568,400	6,114,566
1867.....	541,005	452,164	499,296	468,358	585,623	747,942	702,691	767,608	946,707	922,683	754,671	547,842	7,796,490
1868.....	523,566	390,917	523,845	537,519	568,948	925,983	806,524	797,476	1,000,086	1,200,216	1,010,892	9,299,430	
1869.....	696,147	574,664	765,388	774,280	896,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1870.....	724,890	807,478	850,192	1,084,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,197,084	1,001,987	13,381,471
1871.....	862,063	860,287	1,142,166	1,112,100	268,444	1,251,961	1,187,056	1,037,974	1,306,673	1,371,780	1,140,145	845,708	13,355,467
1872.....	706,028	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1873.....	655,428	602,482	774,934	787,641	1,084,101	952,899	851,840	1,099,337	1,281,574	1,047,318	1,006,235	882,422	11,008,277
Cleveland, Col., Cin. and Indianapolis:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1866.....	242,206	236,160	242,509	236,433	193,956	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867.....	204,112	180,840	239,622	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,968
1868.....	203,069	226,897	244,182	249,046	280,169	274,021	249,355	319,012	317,887	339,239	319,573	284,166	3,273,719
1869.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,626	317,773	3,765,343
1870.....	327,688	318,627	354,766	366,960	378,493	326,434	330,970	404,286	419,439	428,598	336,914	337,404	4,380,129
1871.....	358,612	408,849	465,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.....	1,055,460	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,904	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,626,243	1,643,464	1,743,752	1,704,374	1,392,616	18,604,096
1873.....	1,316,831	1,329,422	1,515,382	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,160,992
1868.....	581,448	536,165	444,443	518,800	572,551	626,249	549,714	704,825	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,135	524,968	709,645	668,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	565,087	684,639	712,647	627,216	899,052	901,235	903,225	811,708	697,761	8,878,988
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	896,287	753,184	688,131	8,401,142	8,878,988
1872.....	637,436	531,627	575,393	559,571	648,956	659,363	609,846	783,255	744,782	851,693	698,475	698,068	8,026,754
1873.....	580,493	562,949	651,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.....	138,678	152,264	297,411	303,915	306,944	266,086	282,723	332,555	365,446	387,990	303,305	210,197	3,321,518
1872.....	180,066	191,738	300,783	322,875	341,843	322,559	329,833	357,302	349,468	449,418	314,513	223,240	3,693,183
Lake Shore and Michigan Southern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.....	1,082,595	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
1872.....	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,511,110	1,204,443	1,440,873	1,587,869	1,524,882	1,525,812	1,433,931	17,322,611
Marietta and Cincinnati:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	95,617	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	108,246	110,213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871.....	130,883	126,224	140,740	115,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,480,714
1872.....	152,577	142,408	150,784	146,858	158,717	164,687	149,560	191,841	208,977	207,911	204,196	202,927	2,029,927
1873.....	170,923	162,585	180,467	190,662	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1869.....	384,120	320,636	386,527	411,514	405,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	424,039	405,283	363,187	326,891	378,880	457,990	511,447	453,573	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	574,434	507,060	5,940,102
1872.....	505,586	484,022	558,533	607,678	593,611	505,314	505,508	580,998	667,449	785,338	616,024	576,783	6,988,479
1873.....	476,697	542,008	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,046	1,037,464	556,917	468,880	6,517,646
1869.....	454,590	340,420	420,651	460,288	630,844	678,923	568,531	525,547	724,732	1,040,102	801,195	496,563	7,250,059
1870.....	396,171	382,523	377,571	433,132	709,								

**Imports of Dry Goods.**

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.		
1872.	1873.	
Manufactures of wool....	\$1,697,511	\$1,833,942
" cotton...	2,041,486	1,566,406
" silk....	2,222,776	1,258,990
" flax....	1,102,326	1,006,066
Miscellaneous dry goods..	928,946	580,094
Total entered for consump.	\$7,998,045	\$5,696,098

**WITHDRAWN FROM WAREHOUSE.**

1872. 1873.		
Manufactures of wool....	\$968,860	\$942,516
" cotton...	526,018	760,120
" silk....	901,567	855,561
" flax....	418,635	499,005
Miscellaneous dry goods..	184,608	212,656

Total withdrawn from warehouse .....	\$2,999,688	\$3,269,948
Add entered for consump.	7,998,045	5,696,098

Tot. thrown on the market.	\$10,992,733	\$8,966,046
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**ENTERED FOR WAREHOUSING.**

1872. 1873.		
Manufactures of wool....	\$1,187,778	\$950,833
" cotton...	495,925	613,458
" silk....	729,445	621,103
" flax....	580,410	500,882
Miscellaneous dry goods..	295,074	212,977

Total entered for wareh'g.	\$3,238,632	\$2,898,733
Add entered for consump.	7,998,045	5,696,098

Total entered at the port.	\$11,231,677	\$8,594,831
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The imports of foreign dry goods at New York for four months ending with April, were:

ENTERED FOR CONSUMPTION.		
1872. 1873.		
Manufactures of wool..	\$10,991,452	\$9,811,556
" cotton...	10,303,897	9,645,504
" silk ..	11,692,845	8,518,497
" flax ..	5,661,446	4,954,468
Miscellane's dry goods.	4,448,599	3,147,826

Total entered for cons'p.	\$43,097,739	\$36,077,851
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**WITHDRAWN FROM WAREHOUSE.**

1872. 1873.		
Manufactures of wool ...	\$5,606,834	\$5,874,546
" cotton...	3,246,841	4,229,750
" silk ...	4,000,112	4,245,664
" flax ...	2,701,800	2,968,544
Miscellaneous dry goods.	730,042	848,075

Total withdrawn from warehouse .....	\$16,285,129	\$17,956,579
Add entered for consump.	43,097,739	36,077,851

Total thrown on the market .....	\$59,382,868	\$54,023,930
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**ENTERED FOR WAREHOUSING.**

1872. 1873.		
Manufactures of wool....	\$5,671,292	\$5,115,037
" cotton...	3,229,682	4,147,314
" silk....	4,200,474	4,893,861
" flax....	2,466,211	2,552,322
Miscellaneous dry goods.	1,011,242	906,412

Total entered warehouse.	\$16,578,851	\$17,114,946
Add entered for consump.	43,097,739	36,077,851

Total entered at the port.	\$59,676,590	\$53,192,297
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Imports of foreign dry goods at New York for ten months from July 1.

Year.	Value.
1867-8	\$67,246,559
1868-9	81,187,951
1869-70	84,684,322
1870-1	110,509,210
1871-2	124,360,989
1872-3	115,804,406

**Locomotives for Wooden Railroads.**

The Boston Transcript says that George E. Fifield, of South Newmarket, N. H., has been building, for a few years past, a novel class of locomotives for the wooden track railways in the lumber regions of Georgia. They are only six tons in weight, and have very large cylinders for so light machines. The capacity for carrying water and fuel is very great, the whole forming a very unique and serviceable machine, one of them being able to do the work of thirty mules easily. The rapid denudation of the timber lands along the rivers and lines of railroads all through the South is driving the lumbermen deeper into the forests to supply the demand for a material almost indispensable for heavy bridges, cars, and floors throughout the country. No yellow-pine tree ever grows where one is cut, a soft, sappy, worthless scrub pine of another kind taking its place.

**Statement of the Public Debt of the United States May 1, 1873.****DEBT BEARING COIN INTEREST.**

Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$20,000,000 00
6 per cent. 1881 bonds, 1861..	18,415,000 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00
6 per cent. 1881 bonds, 1861.....	189,821,350 00
6 per cent. 5-20 bonds, 1862.....	262,507,750 00
6 per cent. 1881 bonds, 1863.....	75,000,000 00
6 per cent. 10-40 bonds, 1864.....	194,667,300 00
6 per cent. 5-20 bonds, 1864.....	2,293,500 00
6 per cent. 5-20 bonds, 1864.....	68,805 00
6 per cent. 5-20 bonds, 1864.....	2,00,410 50
6 per cent. 5-20 bonds, 1865.....	155,605,150 00
6 per cent. consols, 1865.....	207,451,500 00
6 per cent. consols, 1867.....	315,674,650 00
6 per cent. consols, 1868.....	38,624,400 00
5 percent. funded loan of 1881	200,000,000 00

Aggregate of debt bearing coin interest..... \$1,748,305,950 00

Interest due and unpaid..... \$36,012,568 00

Interest due and unpaid..... 3,556,456 77

**DEBT BEARING INTEREST IN LAWFUL MONEY.**

Amount Outstanding.	Accrued Interest.
3 per cent. certificates, 1867-68	\$215,000 00
3 per cent. navy pension fund, 1868.....	14,000,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00

Aggregate of debt bearing interest in lawful money..... \$14,893,000 00

Interest due and unpaid..... \$149,283 00

Interest due and unpaid..... 260 00

**DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.**

Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00
5 percent. Mexican indemnity stock, 1846.....	1,104 91
6 per cent. bonds, 1847.....	1,650 00
6 per cent. bounty land scrip, 1847.....	3,800 00
5 per cent. Texas indemnity bonds, 1850.....	174,000 00
5 per cent. bonds, 1860.....	10,000 00
6 per cent. 5-20 bonds, called 1862.....	65,250 00
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00
6 per cent. treasury notes, 1847.....	950 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00
6 per cent. treasury notes, 1861.....	19,450 00
5 per cent. 1 year notes, 1863.....	88,715 00
5 per cent. 2 year notes, 1863.....	59,450 00
6 per cent. compound interest notes, 1863-64.....	499,680 00
7-10 per cent. 3 years' treasury notes, 1864-65.....	282,550 00
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00
4 to 6 per cent temporary loan, 1864.....	28,500 00
5 per cent. certificates called.....	495,000 00

Aggregate of debt on which interest has ceased since maturity..... \$2,524,550 26

**DEBT BEARING NO INTEREST.**

Amount Outstanding.	Interest.
Demand notes, 1861-62.....	\$82,622 50
Legal tender notes, 1862-63.....	357,148,962 00
Certificates of deposit.....	26,120,000 00
Fractional currency, 1862-34.....	45,664,625 69
Coin certificates, 1863.....	24,787,400 00
Unclaimed interest.....	16,004 84

Aggregate of debt bearing no interest..... \$452,803,610 19

**RECAPITULATION.****Amount Outstanding. Interest.**

Debt bearing interest in coin, viz:	
Bonds at 6 per cent.....	\$1,333,738,650 00
Bonds at 5 per cent.....	414,567,300 00
	\$1,748,305,950 00
Debt bearing interest in lawful money, viz:	
Certificates at 4 per cent.....	678,000 00
Navy pension fund, 3 per cent.....	14,000,000 00
Certificates, 3 per cent.....	215,000 00
	\$14,893,000 00
Debt on which interest has ceased since maturity.....	149,543 00
2,524,550 26	321,184 15

Debt bearing no interest, viz:

Old Demand and legal-tender notes.....

Certificates of deposit.....

Fractional currency.....

Coin Certificates.....

AMERICAN RAILROAD JOURNAL.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	
Albany and Susq.*	100	13,280,000	J. & J.	Jan. '73 5	Long Island	50	3,000,000	M. & S.	May '73 10	Vermont and Mass.	100	\$2,860,000
Allegheny Valley	50	2,256,350	& -	"	50	1,623,483	J. & J.	July '73 8	Warren (N. J.)	100	1,500,000	
Atlanta and West Point	100	1,232,200	J. & J.	July '71 4	"	50	848,700	J. & J.	July '72 4	Warwick Valley	100	225,000
Atlantic and Gulf	100	3,668,200	& -	"	100	8,980,600	F. & A.	Feb. '73 3	West Jersey	100	1,200,000	
" pref. 100	838,978	J. & J.	July '71 3	Louisville & Nashville	100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac	100	180,000	
Atlantic and St. Law. <sup>n</sup>	100	39,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence	100	200,000	A. & O.	Apr. '73 3	Worcester & Strasburg	100	600,000
" new 1870,100	1,500,000	& -	"	Lykens Valley	20	600,000	F. M. A. N.	Feb. '73 24	Worcester and Nashua	16	1,400,555	
Avon, Genesee & Mt. M.*	100	184,250	A. & O.	Oct. '72 14	Macon and Western	100	2,500,000	J. & J.	Jan. '73 5	HORSE-POWER R. R.		
Baltimore and Ohio	100	13,151,926	M. & N.	May '73 5	Maine Central	100	3,400,500	& -	Albany City	100	110,300	
Washington Br.	100	1,650,000	A. & O.	Apr. '73 5	Manchester and Law	100	1,000,000	M. & N.	Baltimore City	100	80,000	
Parkersburg Br. pref.	50	5,680,655	& -	"	50	1,872,801	& -	Bleekerst. & F. F. (N.Y.)	100	900,000		
Berkshire*	100	600,000	J. A. J. O.	Sept. '73 1	Marietta & Cincinnati	50	1st pref. 60	J. & J.	Sep. '66 3s	Boston and Chelsea	100	110,000
Blossburg & Corning*	50	250,000	J. & D.	Dec. '72 2	" 2d pref. 50	60	8,130,719	J. & J.	July '72 5	Broadway (Brooklyn)	100	200,000
Boston and Albany	100	19,664,100	M. & N.	May '73 5	Massachusetts	100	400,000	F. & A.	Feb. '73 3	Brooklyn City	100	1,500,000
Agricultural Br. guar.	100	60,000	J. & D.	Dec. '72 3	Memphis & Charleston	25	6,312,729	J. & D.	Dec. '71 2	Brooklyn City & Newt.	100	400,000
Bost., Cone. & Mont.* pref.	800,000	M. & N.	May '73 3	Michigan Central	100	17,989,548	J. & J.	Jan. '73 4	Eighth Avenue (N. Y.)	100	1,000,000	
Boston and Lowell	500	2,852,900	J. & J.	Jan. '73 4	Mill Creek & Minehill*	50	323,375	J. & J.	July '72 5	Elizabethtown & Newark	100	480,000
Boston and Maine	100	6,816,807	M. & N.	May '73 4	Milwaukee and St. Paul	100	11,822,878	J. & J.	Dec. '70 7	Fishwick (Brooklyn)	100	300,000
Boston and Providence	100	3,950,000	M. & N.	May '73 5	M. Hill & Schuyl. Haw.*	50	8,566,456	J. & J.	Jan. '73 4	Cambridge	100	127,800
Buffalo, N. Y. and Erie*	100	950,000	J. & D.	July '73 3	Morris and Essex*	60	14,088,100	J. & D.	Dec. '72 2	Canton Park, N. & H. Riv.	100	1,068,400
" pref. 100	1,485,930	M. & S.	Mar. '73 5	Nashua and Lowell	100	800,000	M. & N.	May '73 5	Citizens' (Phil.)	5	500,000	
Camden and Amboy*	100	5,847,800	J. A. J. O.	Sept. '73 24	Naugatuck	100	1,877,900	F. & A.	Aug. '72 5	Citizens' (Pbg.)	50	200,000
Camden and Atlantic	50	379,020	& -	"	50	1,000,000	M. & S.	Sept. '68 3s	Coney Island & Brooklyn	100	500,000	
" pref. 50	752,760	"	Oct. '72 5	Newark and N. York	100	977,400	J. & J.	Jan. '72 5	Dock, K. B. d. & Bas.	100	1,200,000	
Cape Cod	60	1,020,330	J. & J.	Jan. '72 2	N. Bedford & Taunton	100	500,000	M. & N.	May '73 10	Eighth Avenue (N. Y.)	100	1,000,000
Cape May and Millville*	50	447,900	J. & D.	Dec. '72 3	N. Castle & Beaver Val.	50	1,800,000	J. & J.	Aug. '69 12	Elizabeth and Newark	100	200,000
Catasauqua & Fogelsv.	50	420,900	"	Novemb.	50	605,000	J. A. J. O.	Sept. '72 3	Elizabethtown & Newark	100	148,000	
Catawissa*	50	1,129,950	& -	"	50	1,295,200	J. A. J. O.	Sept. '72 3	Frankl. & Southw. (Ph.)	50	491,750	
Central and Millville*	50	2,200,000	M. & N.	May '73 4	New London Northern	100	4,148,800	J. & J.	Jan. '73 5	Germantown (Ph.)	50	14,000,000
Cayuga and Susq.*	50	589,116	J. & J.	Jan. '73 5	New York and Harlem	100	8,500,000	J. & J.	Apr. '73 4	Girard College (Ph.)	50	500,000
Cedar Rapids & Mo. R.*	100	5,860,490	M. & N.	May '73 14	" pref. 100	1,500,000	J. & J.	Jan. '73 4	Grand St. and Newton	100	170,000	
" pref. 100	709,600	F. & A.	Feb. '73 2	Ogdensburg & L. Champl.*	100	3,077,800	J. & J.	Jan. '73 5	Green & Coates St. (Ph.)	50	500,000	
Central of Georgia	100	4,866,800	J. & J.	Jan. '73 5	" pref. 100	2,000,000	J. & J.	Apr. '73 25	Heaton, Mantau & Fairm.	50	2,050,000	
Central of New Jersey	100	25,000,000	J. A. J. O.	Jan. '73 2	Ohio and Mississippi	100	19,995,847	J. A. J. O.	June '72 24	Lomb. & South Sta. (Ph.)	25	105,000
Central Ohio*	50	2,426,000	J. & D.	Dec. '72 3	" pref. 100	4,024,474	J. A. J. O.	July '72 23	Maiden and Melrose	100	200,000	
" pref.	400,000	J. & D.	Dec. '72 3	Old Colony & Newport	100	4,258,450	J. A. J. O.	Jan. '73 3	Metropolitan (Boston)	50	1,500,000	
Chemung*	100	380,000	J. A. J. O.	Oct. '72 14	Oswego and Syracuse	100	482,400	J. & J.	January	Middlesex (Boston)	100	400,000
Cheshire, preferred	100	2,100,000	J. & J.	Jan. '73 3	Pacific of Missouri	100	3,635,750	J. & J.	Nov. '72 3	Ninth Avenue (N. Y.)	100	197,820
Chicago and Alton	100	8,929,900	M. & S.	Mar. '73 5	"	100	7,000,000	J. A. J. O.	Feb. '73 14	Orange and Newark	100	228,555
" pref.	2,425,400	M. & S.	Mar. '73 5	Panama	100	631,000	J. & J.	Dec. '72 24	Philadelphia City	100	750,000	
Chicago, Burl. & Quincy	100	18,052,910	M. & S.	Mar. '73 5	Patterson and Hudson	100	2,500,000	J. & J.	July '72 4	Philadelphia and Darby	20	200,000
Chicago, Iowa, Iowa & Nebraska*	100	3,916,300	J. & D.	Dec. '72 3	Old Colony & Newyork	100	1,200,000	J. & J.	July '71 2	Phila. and Grey's Ferry	20	284,775
Chicago, N. W. & Western	100	10,035,430	J. & D.	Dec. '72 3	Osgoode and Syraunce	100	4,240,000	J. & J.	Jan. '73 2	Second Avenue (N. Y.)	100	888,100
" pref. 100	21,29,563	J. & D.	Dec. '72 3	Pacific	100	3,635,750	J. & J.	Jan. '73 2	Second & Third St. (Ph.)	50	962,100	
Chicago, R. I. & Pacifi.	100	19,000,000	A. & O.	Ap. '73 4	Panama	100	7,000,000	J. & J.	Jan. '73 2	Second & 19th streets (Ph.)	50	500,000
Cin., Ham. & Dayton*	100	3,500,000	A. & O.	Ap. '73 4	Patterson and Hudson	100	631,000	J. & J.	Jan. '73 2	Sixth Avenue (N. Y.)	100	750,000
Cin. Sand. and Cleve.*	50	2,980,550	A. & O.	Ap. '73 4	Patterson and Newar.	100	500,000	J. & J.	Jan. '73 2	Third Avenue (N. Y.)	100	1,170,000
" pref. 50	429,046	M. & N.	Ap. '73 4	Patterson and Ramapo*	100	248,000	J. & J.	Jan. '73 2	13th & 15th street (Ph.)	50	1,000,000	
Clev., Ool., Cin. & P. Riv.*	100	14,981,275	F. & A.	Feb. '73 5	Rome & Hightstown	50	342,150	J. & J.	Jan. '73 2	Somerville (Boston)	100	75,000
Cleveland & Mahoning*	50	2,057,565	M. & N.	May '73 4	Rome, Watert. and Ogd.	100	72,000,000	M. & N.	May '73 5	South Boston	100	200,000
Cleveland & Pittsburgh*	50	11,236,150	F. M. A. N.	Feb. '73 24	Rutherford	100	1,200,000	F. & A.	Feb. '73 2	Union (Boston)	100	400,000
Col. Chie. & Ind. Cen.*	100	13,000,000	"	"	"	100	4,200,000	J. & J.	Jan. '73 2	Union (Phila.)	50	400,000
Columbus and Xenia*	50	1,788,500	M. J. S. D.	Dec. '72 2	"	100	4,000,000	J. & J.	Jan. '73 2	West Philadelphia	50	400,000
Colum. & Hocking Val.	100	2,500,000	F. & A.	Feb. '73 5	"	100	2,000,000	J. & J.	Jan. '73 8	CANALS.		
Concord and Ports	60	1,500,000	J. & J.	Dec. '69 7	"	100	2,000,000	J. & J.	Jan. '72 4	Chesapeake & Delaware	50	1,983,568
Conn. & Passn. Val. * 10	100	350,000	J. & J.	Oct. '72 3	"	100	1,200,000	J. & J.	Dec. '72 3	Chesapeake and Ohio	25	8,229,594
Connecticut River	100	2,100,000	J. & J.	Jan. '73 4	"	100	1,633,350	F. & A.	Feb. '73 4	Delaware and Hudson	100	15,000,000
Cooperstown and Susq.	100	307,283	J. & J.	Oct. '72 5	"	100	5,847,400	F. & A.	Feb. '73 5	Delaware and Raritan	100	64,000
Cumberland Valley	50	1,494,250	A. & O.	Oct. '72 4	"	100	6,400,000	J. A. J. O.	Apr. '73 2	Kane of Pennsylvania	50	64,000
Danbury and New Haven	50	1,230,941	M. J. S. D.	Dec. '71 4	"	100	2,000,000	J. A. J. O.	Jan. '73 1	Lehigh Coal & Navigat.	50	8,739,800
Delaware*	50	1,230,941	J. & J.	Jan. '73 3	"	100	1,200,000	J. A. J. O.	Jan. '73 1	Monongahela Navigat.	50	1,005,500
Del., Lackaw. & Western	100	18,568,500	J. A. J. O.	July '72 4	"	100	1,200,000	J. A. J. O.	Jan. '73 1	Morris (consolidated)	100	1,025,000
Detroit & Milwaukee*	50	822,140	J. & J.	Dec. '69 7	"	100	1,200,000	J. A. J. O.	Jan. '73 1	" (preferred)	100	1,175,000
" pref. 50	2,095,000	J. & J.	Dec. '69 7	"	100	1,200,000	J. A. J. O.	Jan. '73 1	Pennsylvania	50	4,337,950	
Erie and Pittsburg*	50	1,050,000	J. & J.	Oct. '72 3	"	100	1,200,000	J. A. J. O.	Jan. '73 1	Schuy. Nav. (common)*	50	1,908,207
Fitchburg	100	4,000,000	J. & J.	Jan. '73 4	"	100	1,200,000	J. A. J. O.	Jan. '73 1	" (pref.)	50	2,888,977
Georgia	100	4,164,000	J. & J.	July '72 4	"	100	1,200,000	J. A. J. O.	Jan. '73 1	Susq. and Tide Water	50	2,002,746
Grand River Val. * guar.	100	1,000,000	J. & J.	Dec. '72 4	"	100	1,200,000	J. A. J. O.	Jan. '73 1	Union	50	2,907,850
Grand Trunk, (Ca.)	100	14,367,946	J. & J.	Dec. '72 4	"	100	1,200,000	J. A. J. O.	Jan. '73 1	" preferred	50	1,100,000
Great Western, (Ca.)	100	19,237,404	A. & O.	Oct. '72 4	"	100	1,200,000	J. A. J. O.	Feb. '73 4	W. Branch and Susq.	50	1,100,000
Hannibal & St. Joseph	100	4,151,700	F. & A.	Aug. '73 4	"	100	1,200,000	J. A. J. O.	Jan. '73 1	MISCELLANEOUS.		
" prof. 100	5,978,224	Ammal	Aug. '73 4	"	100	1,200,000	F. & A.	Feb. '73 4	Adams Express	100	10,000,000	
Hanover Branch, (Ia.)	50	116,860	M. & N.	May '73 5	"	100	1,200,000	F. & A.	Feb. '73 4	American Coal	25	1,500,000
Harlem Extension	100	4,000,000	J. & J.	Dec. '72 3	"	100	1,200,000	F. & A.	Feb. '73 4	A. M. Merch. Union Exp.	100	18,000,000
Harrisburg & Lancaster*	50	1,182,500	J. & J.	Jan. '73 4	"	100	1,200,000	F. & A.	Feb. '73 4	Ashburton Coal	50	2,500,000</

## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Payable.	When PAYABLE.	Market Price.		Amounts outstanding.	Interest.	Payable.	When PAYABLE.	Market Price.
<b>National Securities May 1, 1873.</b>											
Loan of June 14, 1858.....	registered	\$6,045,000	5 Jan. & July.	1874	113		Massachusetts—(\$30,712,882):		Varlo	'72-'80	
.. . . . . coupon		13,955,000	5 " "	1874	....	State (public works) scrip, '72.....	706,000	5	June	'72-'77	
Loan of February 8, 1861.....	registered	13,759,000	6 Jan. & July.	1880	118	State (public works) scrip.....	364,000	6	Jan. & July.	'72-'78	
.. . . . . coupon		4,656,000	6 " "	1880	121	Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'78	
Oregon War Bonds of March 2, 1861.....	coupon	945,000	6 Jan. & July.	1881	109	Union Fund Loan, 1862.....	600,000	5	"	'77-'78	
Loan of July 17, and Aug. 5, 1861.....	registered	125,555,750	6 Jan. & July.	1881	118	Coast Defense Loan, 1863.....	888,000	5	"	'83-'94	
.. . . . . coupon		83,765,700	6 " "	1881	121	Bounty Loan, 1864.....	4,279,500	5	May & Nov.	'84-'94	
Loan of Feb. 25, 1862 (5-20s).....	registered	36,761,500	6 May & Nov.	1882	114	Bounty Loan, 1864, £826,600 sig.....	4,000,744	5	"	'84-'94	
.. . . . . coupon		232,745,900	6 " "	1882	115	War Loan (5-20) cur. 1866.....	2,551,500	5	Mar. & Sept.	'86-'90	
Loan of March 3, 1863.....	registered	53,542,450	6 Jan. & July.	1881	118	R. R. & Hoosac T. bonds, £1,448,700 sig.....	7,175,451	5	April & Oct.	'88-'93	
.. . . . . coupon		21,457,550	6 " "	1881	121	R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	'90-'93	
Loan of March 3, 1864 (5-20s).....	registered	32,293,500	6 May & Nov.	1884	114	Loan (B., H. & Erie R. R.) £743,600 sig.....	3,599,024	5	Jan. & July.	1900	
Loan of June 30, 1864 (5-20s).....	registered	32,534,950	6 May & Nov.	1884	114	Michigan—(\$2,332,293):					
.. . . . . coupon		34,866,400	6 " "	1884	115	Canal Bonds, 1859.....	81,000	6	Jan. & July.	1879	
Loan of March 3, 1865 (5-20s).....	registered	36,446,750	6 May & Nov.	1885	117	\$2,000,000 Loan Bonds, 1863.....	445,000	6	"	1878	
.. . . . . coupon		119,169,400	6 " "	1885	118	\$2,000,000 Loan Bonds, 1863.....	431,000	6	"	1878	96
.. . . 2d series (5-20s).....	registered	58,818,200	6 Jan. & July.	1885	117	Renewal Bonds, 1868.....	718,000	6	"	1883	
.. . . . . coupon		148,633,300	6 " "	1885	118	Bounty (War) Bonds, 1865.....	463,000	7	May & Nov.	1890	
.. . . 3d series (5-20s).....	registered	90,974,200	6 Jan. & July.	1887	117	Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	
.. . . . . coupon		224,700,450	6 " "	1887	120	State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	
.. . . 4th series (5-20s).....	registered	14,191,500	6 Jan. & July.	1888	117	Railroad Bonds (suspended) 1858.....	2,275,000	... Juno & Dec.	1883		
.. . . . . coupon		24,432,900	6 " "	1888	118	Missouri—(\$17,669,000):					
Loan of March 3, 1864, (10-40s).....	registered	140,099,750	5 Mar. & Sept.	1904	112	State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	94
.. . . . . coupon		54,467,550	5 " "	1904	113	Railroad Loans Bonds, 1854-'66.....	1,589,000	6	"	'87-'88	
Consols of July 14, '70 & Jan. 20, '71.....	registered	129,182,300	5 F. M. A. & N.	1881	117	S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	"	'74-'90	98
.. . . . . coupon		70,817,700	5 " "	1881	118	State Bonds, funding, 1867-'68.....	2,727,000	6	"	'76-'91	
Consols .. . . . registered		.....	4 F. M. A. & N.	1886	...	Nevada—(\$600,000):					
.. . . . . coupon		.....	4 F. M. A. & N.	1901	...	State Bonds, for floating debt.....	620,000	10	Mar. & Sept.	'72-'87	
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)		215,000	3 Dein.	.....		New Hampshire—(\$2,405,400):					
Navy Pension Fund of July 23, 1868.....(cur.)		14,000,000	3 Irrad.	.....		War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	
Certificates of Indebtedness 1870.....(cur.)		678,000	4 1875	.....		War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	98
Pacific R. R. Bonds.....(currency)		64,623,512	6 Jan. & July.	'95-'96	115	War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	97
U. S. Notes and Fractional Currency.....		402,896,210	all.	.....		New Jersey—(\$2,896,200):					
<b>State Securities, Intest dates.</b>											
Alabama—(\$15,42,000):						War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	108
.. . Bonds (old and extended), 1866 and '72.....		2,582,800	5 May & Nov.	'86-'92	59	War Loan Bonds, 1863, tax free.....	1,002,000	6	"	'86-'96	
.. . Bonds (new), 1866, '68 and '72.....		2,386,000	8 Jan. & July.	'86-'92	83	War Loan Bonds, 1864, tax free.....	584,400	6	"	'97-'02	
.. . Railroad Aid Bonds, 1870 and '71.....		2,620,000	8 " "	'86-'91	....	New York—(\$33,121,606):					
Arkansas—(\$8,800,000):		13,600,000	8 " "	'86-'91	....	General Fund Stock.....	900,000	6	J. A. J. & O.	1875	
.. . Funded Bonds, 1869 and '70.....		2,850,000	6 Jan. & July.	'89-'90	39	General Fund Stock.....	800,000	6	"	1878	
.. . Levee Bonds, 1871.....		2,185,000	7 " "	1901	....	General Fund Stock.....	348,107	5	"	pleas.	
.. . Deficiency Bonds, 1872.....		300,000	7 " "	1882	....	General Fund Stock.....	1,189,780	6	"	pleas.	
.. . Railroad Aid Bonds, 1869 '70 and '71.....		5,465,000	7 April & Oct.	'89-'91	....	Canal Stock.....	1,105,420	5	"	1874	
California—(\$33,15,500):						Canal Stock.....	7,408,000	6	"	'72-'73	105
.. . Civil Bonds 1857 and '60.....		2,108,000	7 Jan. & July.	'77-'80	....	Canal Stock.....	2,572,000	6	"	'74-'75	106
.. . Bounty and Relief Bonds, 1863 and '64.....		954,500	7 " "	'88-'85	....	Canal Stock.....	880,000	6	"	1877	
.. . State Capital Bonds, 1871.....		250,000	7 " "	1891	....	Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	106
Connecticut—(\$5,767,300):						Bounty Loan Bonds, 1867, coupon.....	1,372,000	6	"	1877	106
.. . War Loan, July 1, 1861, (10-20s).....		706,700	6 Jan. & July.	1871	....	North Carolina—(\$29,900,045):					
.. . War Loan, Jan. 1863 and '64 (20s).....		2,386,000	6 " "	'83-'84	99	State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	37
.. . War Loan, Oct. 1, 1864 (10-30s).....		935,500	6 April & Oct.	1874	....	State (old) Bonds 1848 to 1860.....	3,638,000	6	April & Oct.	'72-'92	37
.. . War Loan, Oct. 1, 1865 (20s) tax free.....		1,741,100	6 " "	1885	....	State (new) Bonds, 1867 to 1870.....	3,009,045	6	Jan. & July.	'92-'95	17
Florida—(\$5,728,865):						State (new) Bonds, 1867 to 1870.....	1,859,000	6	April & Oct.	'92-'96	
.. . Convention Bonds 1863.....		30,000	8 April & Oct.	1888	....	Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. . Bonds, 1868-'69.....		191,000	6 Various.	'88-'99	....	Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	18
.. . Bonds, 1871.....		210,000	7 Various.	1901	....	Special Tax Bonds.....	11,407,000	6	"	'98-'99	106
.. . Loan to Jack, Pensa., & Mob. R. R., 1870		4,000,000	8 Jan. & July.	1900	....	Ohio—(\$9,022,721):					
Georgia—(\$10,494,500):						Loan of 1860 Bonds, skg Pd.....	882,594	6	Jan. & July.	'870	
.. . Bonds for W. & Atl. R. R. 1842 '43 '44 & '45		866,000	6 Various.	'72-'74	74	Loan of 1860 Bonds, skg Pd.....	1,600,000	6	"	1875	
.. . Bonds for W. & Atl. R. R. 1842 and 1845		276,500	7 Various.	'72-'74	....	Loan of 1860 Bonds, skg Pd.....	1,495,309	6	"	1881	106
.. . Bonds for Atl. & Gulf R. R. '58-'59 '60 & '61		600,000	6 Feb. & Aug.	'78-'81	....	Loan of 1860 Bonds, skg Pd.....	2,400,000	6	"	1886	106
.. . Bonds for Atl. & Gulf R. R. 1860.....		200,000	6 " "	'81-'86	....	State (old) Canal & Lock Bonds of 1870.....	200,000	7	Jan. & July.	'87-'94	108
.. . Bonds of Act of March 12, 1866.....		3,906,000	7 Jan. & July.	1886	20	Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	
.. . Bonds of Acts of Sept. and Oct. 1870.....		4,880,000	7 Various.	1890	82	Loan of Feb. 1867 (5-10s).....	3,786,560	6	"	'72-'77	102
.. . Railroad endorsements, to July 1872.....		12,000,000	7 Various.	'90-'92	84	Loan of Feb. 1867 (5-10s).....	90,400	5	"	'77-'82	
Illinois—(\$2,133,634):						Loan of Feb. 1867 (10-15s).....	7,890,560	6	"	'77-'82	107
.. . Interest Bonds, inscribed stock, 1847.....		971,834	6 Jan. & July.	1878	....	Loan of Feb. 1867 (15-25s).....	725,950	6	"	'82-'92	
.. . Refunded Stock Bonds, 1859.....		348,000	6 " "	'77-'78	....	Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1870	
.. . Thornton Loan Bonds, 1861.....		102,000	6 " "	1880	....	State Stocks (old).....	1,997,000	6	Feb. & Aug.	1871	
.. . War Loan Bonds, 1861.....		417,000	6 " "	1880	....	(old).....	1,997,000	5	"	'77-'78	
.. . Chicago Relief Bonds, 1871.....		260,000	6 May & Nov.	1881	....	(old).....	1,997,000	6	Jan. & July.	1892	
Kansas—(\$1,386,875):						Rhode Island—(\$2,770,000):					
.. . State Bonds (various) 1863 to 1864.....		110,675	6 Jan. & July.	'83-'84	....	War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	90
.. . State Bonds (various) 1861 to 1869.....		1,226,000	7 " "	'76-'89	....	War Bonds of June 1863.....	200,000	6	April & Oct.	1893	
Kentucky—(\$2,750,510):						War Bonds of June 1864.....	602,000	6	Jan. & July.	1893	
.. . State Bonds 1833 and '43.....		160,000	5 Mar. & Sept.	1873	....	820,000	6	Feb. & Aug.	1894		
.. . State Bonds, 1840 to 1551.....		683,000	6 April & Oct.	'71-'72	....	South Carolina—(\$15,852,327):					
.. . Military Bonds, 1864 (15 or 30 yrs).....		369,000	6 Various.	'79-'94	....	State House Stock and Bonds '53-'66.....	1,233,183	6	Jan. & July.	'71-'90	
Louisiana—(\$21,214,800):						Funding Stocks and Bonds.....	1,750,000	6	April & Oct.	1888	
.. . State Bonds, to R. R. Co's, 1840 to 1866.....		1,830,000	6 Various.	'93-'98	72	Blue Ridge R. R. Bonds 1854.....	970,000	6	Jan. & July.	'87-'97	17
.. . Deficiency (Treasury) Bonds 1855.....		750,000	6 Jan. & July.	1893	....	Conversion Bonds 1869.....	1,721,700	6	"	1898	
.. . Funded coupon (new) 1866-'68.....		997,000	6 " "	'86-'88	....	500,000	6	April & Oct.	1899		
.. . Levee Bonds 1867.....		4,000,000	8 May & Nov.	1897	....	Tennessee—(\$40,952,150):					
.. . .. 1866.....		1,000,000	8 Mar. & Sept.	1875	....	Railroad Loan Bonds.....	31,500,417	6	Jan. & July.	long.	81
.. . .. 1870.....		3,000,000	8 May & Nov.	1891	....	State Bonds (direct).....	4,819,544	6	April & Oct.	"	
.. . .. 1870.....		500,000	7 Mar. &								

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Adirondack:						Brunswick and Albany:						
1st Mortgage.....	\$300,000	7	Jan. & July.	New York.	1886	1st Mort.(gold)end by Ga.tax fr.	\$5,630,000	6	April & Oct.	New York.	1898	
Alabama Central:	1,000,000	8	Jan. & July.	New York.	1901	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1890	Buffalo, Bradford and Pittsburg:					Che	
Alabama and Chattanooga:						General Mortgage.....	580,000	7	Jan. & July.	New York	1896	
1st Mortgage, guar. by Ala. ....	16,000pm	8*	Jan. & July.	New York.	1889	Buffalo, Corry and Pittsburg:					Che	
2d Mortgage.....	9,000pm	8	"	"	1889	1st Mortgage.....	700,000	7	March & Sept.	New York.	1896	
Alabama and Georgia:						Buffalo, New York and Erie:					Che	
1st Mortgage, guar. by Ala. & Ga. ....	16,000pm	8	Jan. & July.	New York.	1891	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	
Albany and Susquehanna :						Buffalo, New York & Phila.:					Che	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	Burlington, Cedar Rapids & Minn.:					Che	
3d Mortgage.....	399,000	7	May & Nov.	"	1881	1st Mortgage coin or stg skg fd. ....	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	
Albany Loan.....	1,000,000	6	"	"	1896	Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	
Alexandria and Fredericksburg:						Stock Bonds pref. 2d lien.....	600,000	7	"	"	1875	
1st Mortgage.....	1,000,000	7	June & Dec	New York.	1896	Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	
Allegheny Valley:						Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	
General Mortgage.....	4,000,000	7.8	Jan. & July.	New York.	1896	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	
Special Mortgage to Penn. ....	3,500,000	5	.....	Harrisburg.	.....	Stock (common) Bonds.....	1,877,840	8	"	"	1889	
Androscoggin:						Burlington & Mo. Riv. in Neb.:					Che	
1st Mortgage (Bath Loan)....	425,000	6	Jan. & July.	Bath, Me.	1891	1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	
Arkansas Central (narrow gauge) .....						Burlington and Southwestern:					Che	
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	
Atchison and Nebraska:						Cairo and Fulton (Arkansas):					Che	
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	1st Mort. (R.R. & lands) S.F. gold.....	8,000,000	7*	Jan. & July.	New York.	1891	
Atchison, Topeka and Santa Fe:						Cairo and St. Louis (3 ft. gauge):					Che	
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	
Land Grant Mortgage (gold)....	7,500pm	7*	April & Oct.	"	1892	Cairo and Vincennes:					Che	
Atlanta and Richmond Air Line:						1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	
1st Mortgage (gnar. by Ga.)....	16,000pm	8	Jan. & July.	New York.	1900	California Pacific:					Che	
Atlantic and Great Western:						1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	Camden and Atlantic:					Che	
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	2d Mortgage of 1864.....	500,000	7	April & Oct.	Camden.	1879	
3d Mortgage (gold) Income.....	20,000,000	7*	May & Nov.	"	1902	Camden and Burlington County:					Che	
Atlantic and Gulf:						Consolidated 1st Mortgage.....	888,000	6	Feb. & Aug.	Philadelphia.	170-171	
Consolidated 285 m. free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	Canada, Michigan and Chicago:					Che	
Sectional (S.A. & G. R.R.) bonds	310,000	7	"	"		1st Mort. (skg fd) for \$2,750,000.....					Che	
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"		Canada Southern:					Che	
2d Mortgage (S. Ga. & Fla. R.R.)	290,000	7	"	"		1st Mort. (skg fd) g'd for \$9,000,000.....	8,760,000	7*	Jan. & July.	N. Y., L. & F.	1906	
Atlanta and Lake Erie:						Carthage & Burlington (C.B. & Q.):					Che	
1st Mort. (gold) for \$5,000,000.....		7*	Jan. & July.	New York.	1901	1st Mortgage, guar. and tax free. ....	800,000	8	May & Nov.	New York.	1879	
Atlantic, Miss. and Ohio (428 m.):						Catawissa:					Che	
1st Mortgage for \$15,000,000.....		7	Jan. & July.	New York.	1901	1st Mortgage (old).....	220,000	7	Feb. & Aug.	Philadelphia.	1882	
Atlantic and North Carolina:						1st Mortgage (new).....	1,300,000	7	"	"	Che	
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	Chattel Mortgage.....	158,350	10	"	"	Che	
Atlantic and Pacific:						Cazenovia and Canastota:					Che	
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	"	"	1888	Cedar Falls and Minnesota (I.I.C.):					Che	
Atlantic and St. Lawrence:						1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	
1st Mortgage (sterling) of 1853....	484,000	6*	May & Nov.	London.	1878	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	"	1907	
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	"	1884	Cedar Rapids and Mo. Riv. (C & NW):					Che	
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	Boston.	1891	1st Mortgage, 1st Div. \$10,000pm.....	700,000	7	Feb. & Aug.	New York.	1891	
Bald Eagle Valley:						1st Mortgage, 2d Div. \$10,000 p.m. ....	682,000	7	"	"	Che	
1st Mortgage.....	371,300	6	Jan. & July.	Philadelphia.	1881	1st Mortgage, 3d Div. \$16,000 p.m. ....	2,322,000	7	May & Nov.	"	1916	
2d Mortgage.....	100,000	7	"	"	1884	Central Branch Union Pacific:					Che	
Baltimore and Ohio:						1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1896	
Loan of 1855-'75.....	863,250	5	Jan. & July.	Baltimore.	1875	2d Mortgage Govern'r's subsidy.....	1,600,000	6	Jan. & July.	"	1896	
Loan of 1855-'80.....	579,500	6	"	"	1880	Central of Georgia:					Che	
Loan of 1855-'85.....	1,710,600	5	April & Oct.	"	1885	1st Mortgage.....	769,000	7	March & Sept.	New York.	1875	
Loan of 1855-'90 (Balt.) skg fd. ....	8,645,683	5	Jan. & July.	"	1875	Central of Iowa:					Che	
Loan of 1870-'95 (stg.) skg fund. ....	3,788,752	5	March & Sept.	London.	1895	1st Mortgage, gold, \$16,000 p.m. ....	3,248,000	7*	Jan. & July.	New York.	1890	
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	2d Mortgage, gold, \$4,000 p.m. ....	812,000	7*	April & Oct.	"	1901	
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	"	"	1885	Central of New Jersey:					Che	
Baltimore and Potomac:						2d (now 1st) Mortgage (balance).....	174,000	7	May & Nov.	New York.	1875	
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	Convertible bonds of 1872.....	1,725,000	7	"	"	Che	
1st Mortgage (R. R.) gold guar. ....	3,500,000	6*	April & Oct.	"		New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"	1890	
Bangor and Piscataqua:						Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	
1st Mortgage (Bangor loan)....	600,000	6	April & Oct.	Bangor.	1890	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1891	Central Pacific of California:					Che	
Bay City and East Saginaw:						1st Mortgage, 30 years bonds, gold.....	25,885,000	6*	Jan. & July.	New York.	186-189	
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	Convertible 20 years bonds, gold.....	1,500,000	7*	"	"	Che	
Bedford and Bridgeport:						State Aid B'ds (Int. by State) gold.....	1,500,000	7*	"	"	Che	
1st Mortgage.....	566,000	8	April & Oct.	Philadelphia.	1891	1st Mort. (Western Pacific) gold.....	2,735,000	6*	"	"	Che	
Belfast and Moosehead Lake:						1st Mort. (Calif. & Oregon) gold.....	6,000,000	6*	"	"	Che	
1st Mort. (gold).....	150,000	6	May & Nov.	Portland.	1890	1st Mort. (S. Fr., Okid. & Ala.).....	1,500,000	8*	"	"	Che	
Belleville and Southern Illinois:						1st Mort. (San Joaquin V.D.) gold.....	6,050,000	6*	April & Oct.	San Francisco.	1890	
1st Mort. guar. by St. L. A. & T. H. ....	1,100,000	8	April & Oct.	New York.	1896	Land bonds (Cen. Pac. Co.) gold.....	9,182,000	6*	"	"	Che	
Beloit and Madison (C. & N. W.):						Charleston and Savannah:					Che	
1st Mortgage.....	338,000	7	Jan. & July.	New York.	1888	1st Mortgage, guar. by S. Car. ....	505,000	6	March & Sept.	Charleston.	1877	
Belvidere and Denware:						Funded Interest on 1st Mort. ....	157,400	7	"	"	Che	
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)....	1,000,000	6	June & Dec.	New York.	1877	Charlottesville, Columbia & Augusta:					Che	
2d Mortgage { A. Co. and Penn. R. R. Co. }.....	499,500	6	March & Sept.	Princeton.	1885	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	
3d Mortgage { Penn. R. R. Co. }.....	746,000	6	Feb. & Aug.	"	1887	Charters:					Che	
Blue Ridge (S. Car.):						1st Mort. guar. by Penna. ....	400,000	7	April & Oct.	Philadelphia.	1901	
1st Mortgage, guar. by State, gold.....	4,000,000	7*	Jan. & July.	Charleston.	1898	Cheraw and Darlington:					Che	
Boston and Albany:						1st Mortgage dated Jan. 1, 1871. ....	150,000	8	April & Oct.	Charleston.	1888	
Currency bonds of Feb. 1, 1872.	8,000,000	7	Feb. & Aug.	Boston.	1892	2d Mortgage dated Jan. 1, 1869. ....	75,000	7	Jan. & July.	"	Che	
Boston, Clinton and Fitchburg:						1st Mort. (Cheraw and Salisbury) ....	1st Mortgage for \$250,000.....	8	Jan. & July.	Charleston.	1891	
1st Mortgage (Agricultural Br.)....	460,000	6	Jan. & July.	Boston.	1884	Cherokee:					Che	
1st Mortgage (Equalization)....	248,000	7	"	"	1889	1st Mort. guar. by Ga. #12,500p.m. ....	10,000,000	6*	May & Nov.	New York.	1899	
1st Mortgage (consolidated)....	168,000	7	"	"	1890	Chesapeake and Ohio:					Che	
Equipment Mortgage.....	100,000	8	April & Oct.	Boston.	1870	1st Mort. (Va. Cen.) guar. by Va. ....	100,000	6	Jan. & July.	"	Che	
Boston, Concord and Montreal:						1890	1st Mort. con. guar. by A. & S. Co. ....	918,000	6	"	"	Che
Sinking Fund (consolidated)....	624,000	6	Jan. & July.	Boston.	1889	Income ( ) coupon.....	300,000	8	"	"	Che	
1st Mortgage (71 m.):.....	76,000	6	Feb. & Aug.	New York.	1865	Funded Interest, coupon.....	160,500	8	"	"	Che	
1st Mortgage (224 m.) convertible.....	160,000	6	Jan. & July.	Boston.	1870	Chester:					Che	
1st Mortgage (224 m.):.....	200,000	7	"	"	1899	Coppen bond's (no Mort.).....	800,400	6	Jan. & July.	Boston.	175-180	
Boston, Hartford and Erie:						1st Mortgage, guar. by P. W. & B. ....	185,000	6	Jan. & July.	Philadelphia.	1903	
1st Mortgage (old).....	660,000	7	March & Sept.	Boston.	1884							
1st Mortgage (Berdell).....	1											

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Chester & Chicago Br. Junction:						Cinc. & Indiana (Ind. C. & La.F.)					
1st Mort. for \$1,000,000 skg fund	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$600,000	7	June & Dec.	New York.	1892
Chester and Tamaroa:	660,000	7*	May & Nov.	New York.	1901	2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1877-1878
1st Mortgage.....	2,400,000	7	May & Nov.	New York.	1893	Cinc. Richmond & Fort Wayne:	1,800,000	7	June & Dec.	New York.	1921
Chester Valley:	500,000	7	May & Nov.	Philadelphia.	1872	1st Mortgage gold, guar. ....	1,067,421	7	June & Dec.	New York.	1890
1st Mortgage (in default).....	1,100,000	7	April & Oct.	"	1883	1st Mort. (San. Day. & Cin.) S.F. ....	988,000	6	Feb. & Aug.	Boston.	1900
Chicago and Alton:	564,000	7	"	"	1894	1st Mort. (San. City and Ind.) ....	350,000	7	March & Sept.	"	1877-1890
1st Mortgage (in default).....	188,000	7	Jan. & July.	"	1898	Cincinnati and Springfield:	7	April & Oct.	New York.	1901	
Chicago, Burlington and Quincy:	2,592,000	8	Jan. & July.	New York.	1882	1st Mortgage for \$2,000,000 (guar) ....	7	— & —	New York.	1901	
Trust Mortgage skg fund.....	150,000	8	"	"	1883	1st Mort. (Ind. Div.) for \$6,000,000 ....	7	— & —	New York.	1901	
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	"	1890	Cincinnati, Sandusky and Cle. ....	7	Jan. & July.	New York.	1891	
2d Mort. (Northern Cross) gold.	941,000	44	July.	Frankfort.	1890	1st Mortgage (C. S. & C.) ....	2,214,000	7	May & Nov.	New York.	1899
Lands of 1872.....	6,953,225	7	Jan. & July.	Boston.	1896	1st Mort. (C., U. and C. R. R.) ....	272,000	7	June & Dec.	"	1873-1884
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	"	1878	1st Mort. (Bell. and Ind. R.R.) ....	614,000	7	Jan. & July.	"	1895
1st Mort. (Peo. & Han.) guar.	600,000	8	"	"	1878	1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	"	1870	3d Mortgage (sinking fund) 1856 .....	487,900	8	March & Sept.	"	1876
1st Mort. (Dix., Peo. & Han.) guar.	800,000	8	Jan. & July.	"	1889	1st Mort. (Branch) 1863 .....	71,000	7	Jan. & July.	"	1873
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	"	1879	Clev. Mt. Vernon and Delaware:	1,500,000	7	Jan. & July.	New York.	1900
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	1890	1st Mortgage gold.....	7	— & —	New York.	1901	
1st Mort. (O., O. & Fox Ry.) guar.	1,260,000	8	"	"	1900	1st Mortgage (Cle. and Pitts.) ....	790,500	7	March & Sept.	New York.	1873
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	"	1890	2d (now 1st) Mortgage guar. ....	1,358,000	7	May & Nov.	"	1875
Chicago, Cincinnati and Louisv.:	1,000,000	7	Jan. & July.	New York.	1887	3d (now 2d) Mortgage guar. ....	1,096,000	6	Jan. & July.	"	1862
Chicago, Clinton and Dubuque:						4th (now 3d) Mortgage guar. ....	528,000	7	May & Nov.	"	1900
1st Mort. guar. C. & B. & Q. ....	1,300,000	8	Jan. & July.	Boston.	1896	Consol. sinking fund guar. ....					
Chicago, Danville and Vincennes:						Colebrookdale:					
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1900	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	"	"	1912	Colorado Central (3 ft. gauge) :	225,000	8	June & Dec.	Boston.	1890
Chicago, Dubuque & Minnesota:						Columbus, Chicago & Ind. Cent. :	15,344,750	7	April & Oct.	New York.	1908
1st Mortgage guar. \$25,000 p. m. ....	4,100,000	8	June & Dec.	Boston.	1896	2d Mortgage Consol. skg fund. ....	3,679,900	7	Feb. & Aug.	"	1909
Chicago and Illinois Southern:						Columbus, Springfield and Cin. :	1,000,000	7	March & Sept.	New York.	1901
1st Mortgage for \$19,000 p. m. ....			8	March & Sept.		Columbus and Hocking Valley :	1,500,000	7	April & Oct.	New York.	1897
Chicago and Iowa:						1st Mortgage skg fund. ....	300,000	7	Jan. & July.	"	1880
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	1st Mortgage (Branch) ....	1,000,000	7	April & Oct.	"	1891
Chicago, Iowa and Nebraska:						General Mortgage.....	1,000,000	6	March & Sept.	New York.	1890
2d Mort. (now 1st) guar. C. & N.W. ....	592,000	7	Jan. & July.	Boston.	1880	Columbus and Xenia:	302,000	6	March & Sept.	New York.	1850
3d Mort. (now 2d) guar. C. & N.W. ....	218,000	7	Feb. & Aug.	New York.	1892	1st Mortgage, guar. by Pa. Co. ....					
Chicago and Northwestern:						Connecticut and Passumpsic Riv. :					
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	1st Mortgage sinking fund. ....	448,100	6	June & Dec.	Boston.	1876
Funded coupons (193 m.).....	755,000	7	May & Nov.	"	1883	Notes payable, conv. at par ...	504,000	7	"	"	1876
General 1st Mortgage (193 m.)....	3,583,000	7	Feb. & Aug.	"	1885	1st Mort. (Massawippi) guar. gold .....	400,000	6*	Jan. & July.	"	1889
Appleton Ext. (23 m. & 76,000 a.)	182,000	7	"	"	1885	Connecticut River:	250,000		March & Sept.	Boston.	1878
Green Bay Ext. (26 m. & 76,000 a.)	300,000	7	"	"	1882	Connecticut Valley:	1,000,000	7	Jan. & July.	New York.	1901
Equipment (Engs. & Cars \$400,000) .....	101,000	7	April & Oct.	"	1874	Connecticut Western:	2,008,500	7	Jan. & July.	Hartford.	1890
1st Mort. (Gal. & Chic. 248 m.)....	1,785,000	7	Feb. & Aug.	"	1882	Connecting (Philadelphia):	1,000,000	6	March & Sept.	Philadelphia.	1234.87
2d Mort. (Gal. & Chic. 248 m.)....	948,000	7	May & Nov.	"	1875	1st Mort. A.B.C.D. & E \$200,000 each	100,000	7	March & Sept.	New York.	1850
Miss. Riv. Bridge ( " ).....	200,000	7	Jan. & July.	"	1884	Cooperstown and Susq. Valley :	1,000,000	7	Jan. & July.	"	1862
Elgin & State Line ( " ).....	135,000	7	"	"	1878	Cowanesque Valley:	100,000	7	Jan. & July.	New York.	1902
1st Mort. (Peninsula 79m. & land)	167,900	7	March & Sept.	F. M. A. & N.	1898	1st Mortgage, gold.....	100,000	7	Jan. & July.	"	1884
Consol. skg fund (C. & N.W.R.Y.)	2,65,000	7	"	"	1915	Connecting (Philadelphia):	1,000,000	6	March & Sept.	Philadelphia.	1234.87
Equipment (Engs. & Cars \$2,750,000) .....	275,000	10	May & Nov.	"	1871	1st Mort. A.B.C.D. & E \$200,000 each	100,000	7	March & Sept.	New York.	1850
1st Mort. (Madison Exten.) gold.....	3,150,000	7	"	"	1871	Cooperstown and Susq. Valley :	100,000	7	March & Sept.	New York.	1850
1st Mort. (Menominee Exten.) gold	2,700,000	7*	June & Dec.	"	1871	1st Mortgage.....	100,000	7	March & Sept.	New York.	1862
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	"	1874	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1902
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	"	1874	1st Mortgage, gold.....	100,000	7	Jan. & July.	"	1884
3d Mort. ( " ) guar. ....	10,500	7	June & Dec.	"	1898	1st Mortgage, sinking fund.....	903,500	7	March & Sept.	New York.	1891
1st Mort. (Chi. & Mil. R.W.) guar.	1,136,000	7	Jan. & July.	"	1898	2d Mortgage.....	709,000	7	May & Nov.	"	1888
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	"	"	1888	Cumberland Valley:	161,000	8	April & Oct.	Philadelphia.	1864
Chicago & Northern Pac. Air-L.:						1st Mortgage.....	109,500	8	"	"	1868
1st Mort. (skg fd gold \$25,000 ppm) .....			7*	June & Dec.		2d Mortgage.....	81,800	6	Jan. & July.	"	1884
Chicago & Mich. Lake Shore:						Plain bonds.....					
1st Mort. of Sept. 1, '69, \$16,000 pm	1,350,000	8	May & Nov.	New York.	1889	Danv. Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1887
1st Mort. of Nov. 1, '71, \$16,000 pm		8	March & Sept.	"	1891	1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1890
Chicago, Omaha and St. Joseph:						Davenport and St. Paul:	2,728,000	7	Jan. & July.	New York.	1884
1st Mortgage for \$8,000,000.....			8	April & Oct.		1st Mort. gold skg fd \$20,000 p.m. ....	642,000	7	March & Sept.	"	1887
Chicago and Paducah (C. B. & Q.):						2d Mortgage, guar. ....	700,000	7	April & Oct.	"	1888
1st Mortgage \$20,000 p. m. gold.....			7*	—		3d Mortgage, guar. ....	169,500	7	March & Sept.	"	1881-1884
Chi., Pekin & Southwra (C.B.Q.):						Dayton and Union:	140,000	7	March & Sept.	New York.	1879
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	1st Mortgage, registered .....	136,000	7	June & Dec.	"	1879
Chicago, Rock Island and Pacific:						Income Bonds.....	252,445	6	"	"	1879
1st Mortgage (C. & R.I.) balance.....	104,000	7	Jan. & July.	New York.	1870	Dayton and Western (Pa. Co.):	275,000	7	Jan. & July.	New York.	1905
1st Mort. skg fund (C. R.I. & C.P.):	8,600,000	7	"	"	1890	1st Mortgage.....	426,000	6	"	"	1905
1st Mort. gold, tax free, guar. ....	5,000,000	7*	May & Nov.	New York.	1889	Decatur, Sullivan and Mattoon:	500,000	8	March & Sept.	New York.	1901
1st Mortgage gold, Atchison Br. ....	1,000,000	7*	June & Dec.	"	1891	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875
Chicago & Wisconsin Midland:						Delaware, Lackaw. & Western:	500,000	6	Jan. & July.	"	1875
1st Mort. g'd skg fd for \$41,000,000			7*	Jan. & July.		1st Mortgage.....	100,000	6	"	"	1880
Chicago and Superior:						1st Mortgage extension.....	100,000	6	"	"	1880
1st Mortgage (Mad. & Portage) d'ed	600,000	7*	April & Oct.	New York.	1900	Delaware State Loan:	170,000	6	"	"	1876
1st M. (Chi. & Sup. g'd \$5,000,000)			7*	Jan. & July.	"	1st Mort. (Eastern Ext.) ....	1,111,000	7	April & Oct.	New York.	1876
Chillicothe & Brunswick:						2d Mort. (Del., Lack. & Wtn.) ....	1,633,000	7	March & Sept.	"	1881
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	Convertible b'ds (Del., Lack. & Wtn.) ....	5,400,000	7	June & Dec.	"	1882
Cincinnati, and Baltimore:						Denver Pacific:	1,500,000	7	May & Nov.	New York.	1890
1st Mort. guar. by B. & O. & M.C. ....	274,000	7	Jan. & July.	Baltimore.	1900	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875
Cincinnati, Hamilton and Dayton:						1st Mortgage.....	100,000	6	"	"	1875
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	1st Mortgage.....	100,000	6	"	"	1880
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1886	1st Mortgage extension.....	100,000	6	"	"	1880
3d Mortgage of 1867.....	282,000	8	June & Dec.	"	1877	Delaware State Loan:	170,000	6	"	"	1876
Cincinnati and Indianapolis June:						1st Mort. (Lackaw. & Western):	1,111,000	7	April & Oct.	New York.	1876
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	1st Mort. (Eastern Ext.) ....	1,633,000	7	March & Sept.	"	1881
2d Mortgage.....	798,000	7	March & Sept.	"	1893	2d Mort. (Del., Lack. & Wtn.) ....	5,400,000	7	June & Dec.	"	1882
1st Mortgage (Newcastle Br.) ....	250,000	7	June & Dec.	"	1884	Denver & Rio Grande (3 ft. gauge):	2,500,000	7	May & Nov.	New York.	1890
Cincinnati, Lafayette and Chi. ....											

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price
			When.	Where.	Due.					When.	Where.	Due.	
Detroit, Ecl River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	...	1st Mortgage.	\$477,683	7	May & Nov.	Boston.	1891	...
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:	250,000	6*	April & Oct.	Baltimore.	1900	...
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84	1st Mortgage gold.	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage.	300,000	8	Jan. & July.	"	1891	...	Galena & Chic. Union (U.&N.W.):	948,000	7	May & Nov.	"	1875	96
Detroit, Lansing & L. Michigan:							1st Mortgage.	135,000	6	Jan. & July.	"	1878	...
1st Mortgage (consolidation).	3,000,000	8	April & Oct.	Boston.	1890	97	2d Mortgage.	200,000	7	"	"	1884	...
Detroit and Milwaukee:							Georgia (and Banking):						
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Company bonds (debentures):	681,000	7	Jan. & July.	Augusta.	'72-'86	...
2d Mortgage ("")	1,000,000	8	"	"	1875	...	Gilman, Clinton & Springfield:	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	...
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	...	1st Mortgage gold.	1,000,000	8	Jan. & July.	"	1892	...
2d Funded Coup. ("")	375,734	7	"	"	1875	...	Elgin and State Line Purchase.	1,000,000	8	"	"	1892	...
Oakl. & Ottawa R. R. stg. bonds	180,867	6*	May & Nov.	London.	1873	...	Mississippi Bridge	226,500	7	Jan. & July.	New York.	1888	...
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	"	1873	...	Goshen and Deckertown:	226,500	7	Jan. & July.	New York.	1888	...
Detr. & Pontiac R. R. bonds.	250,000	7	"	"	1873	...	G. and Rapids & Indiana:	4,000,000	7*	Jan. & July.	New York.	1899	...
Detr. & Pontiac R. R. bonds.	250,000	8	Feb. & Aug.	"	1880	...	1st Mortgage guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	...
Detroit, Mon. & Tol. (L.S.H. & M.S.):							1st Mort. not guar. gold, tax free						
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	97	Grand River Valley (Mich. C.):	1,500,000	8	Jan. & July.	New York.	1886	...
Dubuque and Sioux City:	894,000	7	Jan. & July.	New York.	1883	93	1st Mort., assumed by Lessees.	500,000	8	March & Sept.	"	1879	100
Dubuque Southwestern:							2d Mortgage, guar. by Lessees.						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	Grand Trunk (Ca.):						
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	Equipment Bonds £500,000.	2,500,000	6*	April & Oct.	London.	...	...
Dunkirk, Warren and Pittsburg:							Equipment Bonds No. 2 £270,500	1,350,000	6*	"	"		
1st Mortgage gold tax free.	1,100,000	7*	June & Dec.	New York.	1900	...	Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	...	
Dutchess and Columbia:							1st Preference Bonds £2,538,335.	14,191,675	5*	Jan. & July.	"	...	
1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York.	1908	...	2d Preference Bonds £1,655,765.	8,428,825	4*	"	"	...	
East Alabama and Cincinnati:							Provincial Debentu's £3,111,500	15,557,500	...		Ottawa.	...	...
1st Mort. end \$16,000 p.m. by Ala.							Great Western of Canada:						
East Brandywine & Waynesburg:							Perpetual Debentures Stock.	227,273	5	Jan. & July.	London.	perp.	...
1st Mortgage.	140,000	7	Jan. & July.	Philadelphia.	1885	...	Common (Company) Bonds.	1,384,117	4	"	"	'2-'73	...
2d Mortgage.	35,000	8	"	"	1873	...	Common ("") Bonds.	2,996,975	6	May & Nov.	"	'73-'76	...
East Pennsylvania (Ph. & Rdg.):							Common ("") Bonds.	2,662,067	5	April & Oct.	"	'77-'78	...
1st Mortgage, guaranteed.	495,000	7	March & Sept.	Philadelphia.	1888	101	Common ("") Bonds.	4,867	5	"	"	1881	...
East Tenn. & Georgia (E.T.V. & G.):							Common ("") Bonds.	3,660,000	6	June & Dec.	"	1890	...
1st Mortgage.	570,000	6	Jan. & July.	New York.	1876-'86	...	Greenville and Columbia:						
East Tenn. & Vir. (E.T.V. & Ga.):							1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	...
1st Mortgage, endorsed.	175,000	6	Jan. & July.	New York.	1886	...	1st Mortgage not guaranteed.	376,766	7	"	"	'81-'86	...
East Tennessee, Virginia & Ga.:							Greenwich and Johnsonville:						
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90	1st Mortgage.	130,000	7	May & Nov.	New York.	1889	...
Eastern (Mass.):							Hackensack & New York Ext.:	300,000	7	May & Nov.	New York.	1889	...
English Loan, July 1, 1862.	383,000	6*	Jan. & July.	London.	1872	...	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
Loan of 1864-'74.	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage.	675,000	7	May & Nov.	New York.	1898	96
1st Mort. (Essex R.R.) assumed.	194,400	8	Jan. & July.	"	1876	94	2d Mortgage.	225,000	7	Jan. & July.	"	1890	...
Loan of 1865-'85.	180,000	6	April & Oct.	"	1886	...	Hannibal & Central Missouri:						
Loan of 1868-'88.	600,000	8	March & Sept.	"	1888	91	1st Mortgage gold, tax free.	1,000,000	7	May & Nov.	New York.	1890	87
Loan of 1869-'89.	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.	260,000	7	Feb. & Aug.	"	1890	...
Loan of 1872-'82.	1,500,000	7	"	"	1882	101	Hannibal and St. Joseph:						
Eastern Shore (Md.):							Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	'71-'77	90
1st Mortgage.	400,000	6	Jan. & July.	Baltimore.	1880	...	Missouri State Loan.	1,500,000	6	"	"	'87-'88	...
2d Mortgage.	180,000	6	April & Oct.	"	1880	...	Six years Mortgage bonds (222m.)	53,000	10	"	"	1872	...
Elizabethtown and Paducah:							Five years' notes (277 m.).	139,300	8	Various.	"	1874	...
1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	...	Fifteen years' bonds (277 m.).	3,476,000	8	March & Sept.	"	1885	87
Elmira and Williamsport (N.Cen.):							1st Mort. (Q. & Palm.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	...
1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	98	1st Mort. (K. City & Cam. RR 55m.)	1,200,000	8	Jan. & July.	"	1886	99
Income Mortgage guaranteed.	570,000	5	April & Oct.	"	1872	581	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	106
Erie Railway:							General Mortgage conv. (277 m.)	6,600	7	Jan. & July.	"	1888	...
1st Mortgage.	3,000,000	7	May & Nov.	New York.	1897	101	Harlem Extension:						
2d Mortgage convertible.	4,000,000	7	March & Sept.	"	1879	99	1st Mortgage.	4,000,000	7	Jan. & July.	New York.	1890	...
3d Mortgage.	6,000,000	7	"	"	1883	94	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
4th Mortgage convertible.	4,441,000	7	April & Oct.	"	1880	99	1st Mortgage, H. & L. & N. H. & N. Y.:	580,000	6	Jan. & July.	Hartford.	1873	...
5th Mortgage convertible.	926,500	7	June & Dec.	"	1888	100	1st Mortgage.	200,000	7	April & Oct.	Boston.	1891	...
Buffalo Branch, 1st mortgage.	186,400	7	Jan. & July.	"	1891	...	1st Mortgage sinking fund.	101,000	7	Jan. & July.	Providence.	1876	...
Steering Loan (\$1,900,000) conv.	4,844,400	*8	March & Sept.	London.	1875	...	1st Mort. (R. I. 26.32 m.) skg fund.	481,000	7	Jan. & July.	Brpt. & Bost.	1877	...
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	NY & London.	1920	95	1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	"	"	1885	...
Erie and Louisville:							1st Mort. Wayne & Monroe (F&P.M.):						
Mortgage of 1871.	1,000,000	7	April & Oct.	New York.	1901	...	1st Mortgage, guar. by Pa. Co.	1,000,000	8	Jan. & July.	New York.	1901	...
Erie and Pittsburg (Penn.):							Harrisburg & Lancaster:						
1st Mortgage.	372,800	7	Jan. & July.	New York.	1852	...	1st Mortgage.	700,000	6	Jan. & July.	Philadelphia.	1883	94
2d Mortgage.	115,200	7	March & Sept.	"	1890	...	1st Mortgage, tax free.	1,000,000	8	Jan. & July.	New York.	1901	...
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	...	Holyoke and Westfield:						
Equipment Mortgage.	600,000	7	April & Oct.	"	1890	...	1st Mortgage.	200,000	7	April & Oct.	Boston.	1891	...
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 65 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	1st Mortgage sinking fund.	101,000	7	Jan. & July.	Providence.	1876	...
1st L. M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.	100,000	7	Feb. & Aug.	Harford.	1876	...
Evansville and Crawfordsville:							3d Mortgage of 1869.	100,000	6	April & Oct.	"	1889	...
1st Mortgage (main line) skg fund							Houston and Texas Central:						
1st Mortgage ("")	1,004,000	7	Jan. & July.	New York.	1859	...	1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
1st Mort. (Rockville Extension).	150,000	7	March & Sept.	"	1889	...	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.	200,000	7	Feb. & Aug.	New York.	1870	...
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1897	...	2d Mortgage, sinking fund.	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terra Haute & Chi.:							3d Mortgage.	180,000	7	May & Nov.	"	1886	...
1st Mortgage, gold.	750,000	7*	May & Nov.	New York.	1900	...	Hudson Connecting (N.Y. & Mid.):						
Fall River, Warren & Providence:							1st Mortgage gold.	400,000	7*	May & Nov.	New York.	1902	...
1st Mortgage.	200,000	7	Jan. & July.	Providence.	1882	...	2d Mortgage gold.	416,000	7*	April & Oct.	Philadelphia.	1890	102
Flint and Pere Marquette:							3d Mortgage.	267,500	7	Feb. & Aug.	"	1875	89
Land Mort. 1st series (56,241 a.).	158,500	7	May & Nov.	New York.	1880	...	3d Mortgage (Consol.).	1,251,260	7	April & Oct.	"	1895	42
" 2d series (92,748 a.).	221,000	7	Jan. & July.	"	1887	...	Illinoian Central:						
" 3d series (52,091) t.c.f.	2,046,000	8	March & Sept.	"	1888	...	Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.		

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Description of Bonds.	Amount.	Interest Payable.		
		When.	Where.	Due.			When.	Where.	Due.
Indianapolis, Cin. and Lafayette:					Lake Shore & Michigan So.:				
1st Mortgage(Ind. & Cin. of 1858)	\$1,589,600	7 April & Oct.	New York.	1888	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7 April & Oct.	New York.	1879
1st Mortgage(I. C. & L.F.) of 1867	2,770,000	7 Feb. & Aug.	" "	1897	Consol. registered July 1, 1870.....	3,699,000	7 J. A. J. & O.	" "	1890
1st Mortgage(" " of 1869)	1,566,000	7 June & Dec.	" "	1899	Consol. coupon July 1, 1870.....	1,334,000	7 Jan. & July.	" "	1890
Indiana's and St. Louis:					Dividend (Lake Shore) Ap. 1, '69	1,06,000	7 April & Oct.	" "	1890
1st Mortgage.....		7 Jan. & July.	New York.	1916	Sunbury July 1, 1864.....	500,000	7 Jan. & July.	" "	1874
1st Mortgage.....	2,000,000	7 March & Sept.	" "	1916	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7 " " "	" "	1890
1st Mortgage.....		7 April & Oct.	" "	1916	3d Mort. Oct. 1, '67	1,000,000	7 April & Oct.	" "	1892
2d Mortgage.....	1,000,000	7 " "	" "	1900	1st Mort. (June R. R.) Dec. 1, '82	115,000	7 June & Dec.	" "	1872
Equipment Mortgage.....	500,000	8 Jan. & July.	" "	1881	8kg Fund July 1, 1855 C. & Tol.	2,014,000	7 Jan. & July.	" "	1886
Iowa Eastern:					Mort. April 1, 1866	864,000	7 April & Oct.	" "	1886
1st Mortgage gold.....	14,000pm	7* Feb. & Aug.	New York.	1902	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7 May & Nov.	" "	1885
Iowa Falls & Sioux City (Ia. Con.)	2,960,000	7 April & Oct.	New York.	1917	2d Mort. Oct. 31, 1857	2,693,000	7 " " "	" "	1877
Iowa Midland (C. & N. W.):					Mort. Nov. 1, 1858	100,000	7 May & Nov.	" "	1873
1st Mort. \$16,000 guar.....		8 Feb. & Aug.	New York.	1900	Mort. July 1, 1862 Buff. & Erie.	200,000	7 Jan. & July.	" "	1882
Ironton (Penn.):					Mort. Sept. 1, 1866	300,000	7 April & Oct.	" "	1886
1st Mortgage.....	100,000	7 May & Nov.	Philadelphia.	1875	Mort. April 1, 1868	3,000,000	7 Feb. & Aug.	" "	1876
Ithaca and Athens:					1st Mort. Aug. 1, 1856(D.M. & Tol.)	924,000	7 Jan. & July.	" "	1870
1st Mortgage gold, skg fund.....	600,000	7* Jan. & July.	New York.	1890	1st Mort. Oct. 1, 1867(Kat. & Th.R.)	100,000	7 " " "	" "	1867
Jackson, Lansing & Saginaw(Mich.):					1st Mort. Sept. 1, 1869(K. & W.P.)	400,000	7 Feb. & Aug.	" "	1887
1st Mortgage.....	1,495,000	8 Jan. & July.	New York.	1886	1st Mort. Oct. 1, 1867(Kat. & Th.R.)	100,000	7 Jan. & July.	" "	1888
2d Mortgage.....	500,000	8 March & Sept.	" "	1888	1st Mort. July 1, '88 (Kat. & Gr.R.)	840,000	8 " " "	" "	1888
1st Mortgage, Northern Ext. ....	940,000	8 May & Nov.	" "	1890	1st Mort. July 1, 1863(J. & Frank.)	500,000	7 " " "	var	....
Jacksonville, Pensac. and Mobile:					2d Mort. Jun. 1, 1869	500,000	7 Jan. & Dec.	" "	1894
1st Mort. Florida State Loan g'd	4,000,000	8 Jan. & July.	New York.	1900	Lawrence (P. Ft. W. & Chi.):				
James' & Frank. (L.S. & M.S.):					1st Mortgage guaranteed.....	600,000	7 April & Oct.	Philadelphia.	1895
1st Mortgage guaranteed.....	496,000	7 Jan. & July.	New York.	1897	Leavenworth, Lawr. & N. West'n:				
2d Mortgage guaranteed.....	500,000	7 June & Dec.	" "	1894	1st Mort. guar. by Pac. of Mo.	355,000	7 Feb. & Aug.	New York.	1899
Jefferson (Erie):					Leaven, Lawrence & Galveston:				
1st Mort. (Hawley Section).....	206,000	7 Jan. & July.	New York.	1887	1st Mort. skg fund conv., gold.....	5,000,000	10 Jan. & July.	N. Y. & Bost.	1899
2d Mort. (" ").....	94,000	7 " " "	" "	1889	Lehigh and Lackawanna:				
1st Mort. (Carbondale Section).....	2,000,000	7 " " "	" "	1890	1st Mort. tax free.....	300,000	7 Feb. & Aug.	Philadelphia.	1897
Jeffersonville, Madison & Indian:					1st Mortgage (old loan).....	902,000	6 May & Nov.	Philadelphia.	1873
1st Mortgage consol.....	2,089,000	7 April & Oct.	New York.	1906	1st Mortgage (new loan) tax free.....	3,546,000	6 June & Dec.	" "	1898
2d Mortgage consol.....	2,000,000	7 Jan. & July.	" "	1910	2d Mortgage for \$6,000,000.....	4,712,000	7 March & Sept.	" "	1910
1st Mortgage (Ind. & Mad.) guar.....	397,000	7 May & Nov.	" "	1882	Lexington & St. Louis (P. of Mo.):				
2d Mortgage (Jeffersonville & R.):	345,000	7 April & Oct.	" "	1873	1st Mortgage gold.....	1,000,000	6 June & Dec.	New York.	1899
Joliet and Chicago (C. & Alton):					Little Miami:				
1st Mortgage skg fund guar.....	500,000	8 Jan. & July.	New York.	1882	1st Mortgage.....	1,474,000	6 May & Nov.	New York.	1883
Joliet & Northern Ind. (Mich. C.):					Street Connection Bonds.....	500,000	6 Jan. & July.	" "	1894
1st Mortgage, guaranteed.....	800,000	8 Jan. & July.	New York.	1874	1st Mortgage gold.....	3,000,000	6 Jan. & July.	N. Y. & Bost.	1900
Junction (Cin. & Indianapolis):					Land Grant sinking fund.....	5,000,000	7 April & Oct.	" "	1900
1st Mortgage.....	1,200,000	7 Jan. & July.	New York.	1885	Little Schuylkill (Phila. & Rdg.):				
2d Mortgage.....	798,000	7 March & Sept.	" "	1896	1st Mortgage, guaranteed.....	771,500	7 April & Oct.	Philadelphia.	1877
1st Mortgage (Newcastle Br.):	250,000	7 June & Dec.	" "	1884	Logansport, Crawf. & St. wtn Ind.:				
Junction, Philadelphia:					1st Mortgage gold.....	1,500,000	8 F. M. & A. N.	New York.	1900
1st Mortgage, guaranteed.....	600,000	6 Jan. & July.	Philadelphia.	1882	Long Br. and Sea Shore (N.J. So.):				
2d Mortgage not guaranteed.....	300,000	6 April & Oct.	" "	1900	1st Mortgage guaranteed.....	200,000	6 Jan. & July.	New York.	1889
Junction and Breakwater:					Long Dock (Erie):				
1st Mort. guar. by Delaware....	400,000	6 Jan. & July.	New York.	1890	1st Mortgage guaranteed.....	3,500,000	7 June & Dec.	New York.	1892
Kalamazoo, Allegan & Gr. Rapids:					Long Island:				
1st Mort. assumed by L.S. & M.S.:					1st Mortgage main line.....	500,000	6 Jan. & July.	New York.	1875
Kalamazoo and Schooler's:					1st Mortgage (extension).....	175,000	7 Feb. & Aug.	" "	1890
1st Mort. assumed by L.S. & M.S.:	100,000	8 Jan. & July.	New York.	1887	1st Mortgage (Gen. Cove Br.):	150,000	6 May & Nov.	" "	1893
Kalamazoo, & S. Haven (M. Cen.):					General Mortgage.....	775,000	7 " " "	" "	1899
1st Mortgage guar. by lessees..					Louisville & Miss. Riv. (Ch. & Al.):				
Kalamazoo & White Pigeon:					1st Mortgage.....	4,300,000	7 Feb. & Aug.	New York.	1900
1st Mort. assumed by L.S. & M.S.:					Louisville, Cincinnati, and Lexington:				
Kan. City, St. Jo. & Coun. Bluff's:					1st Mortgage for Cincinnati Br. ....	3,000,000	7 Jan. & July.	New York.	1897
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7 Jan. & July.	N. Y. & Bost.	1888	2d Mortgage for \$1,000,000.....	345,000	8 April & Oct.	" "	1900
2d Mort. (" ").....	150,000	10 " " "	" "	1878	Louisville and Nashville:				
1st Mort. (St. Jo. & CB. 78 m.) ev't. fr.	1,400,000	10 March & Sept.	" "	1892	1st Mortgage (main line 185 m.):	554,000	7 Jan. & July.	New York.	172-76
2d Mort. (" ").....	539,500	8 June & Dec.	" "	1874	1st Mortgage (Memph. Br. 46.37 m.):	139,000	7 May & Nov.	" "	172-76
1st Mort. (Mo. Valley 130 m.):	1,500,000	7 Feb. & Aug.	New York.	1893	1st Mort. (Leb. Br. Ext. 73.2m.):	88,000	7 " " "	" "	188-85
1st Mort. ( " " ) g'd.....	1,000,000	7* " " "	" "	1893	Consol. M. for \$8,000,000(392 m.):	647,000	7 April & Oct.	" "	1898
Consolidated Mort. (266m. conv.):	687,000	8 March & Sept.	" "	1892	1st Mortgage gold, \$25,000 p. m. ....	2,875,000	7* — & —	New York.	1901
Kansas City & Santa Fe (L.L. & G.):					Macon and Augusta:				
1st Mortgage guar. by Lessees..	2,000,000	10 May & Nov.	Boston.	1900	1st Mortgage end by State of Ga. ....	670,000	7 Jan. & July.	New York.	188-91
Kansas Pacific:					1st Mortgage not guaranteed .....	100,000	7 " " "	" "	1890
1st Mort. (1st Div. 140 m.) gold.....	2,240,000	6* Feb. & Aug.	N. Y. & St. Lo.	1895	Macon and Brunswick:				
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6* June & Dec.	" "	1896	1st Mort. endorsed by Ga. ....	1,900,000	7 Jan. & July.	New York.	1877
1st M. (3d D. 244.66m. & 3,000,000):	6,500,000	7* May & Nov.	N. Y. & Lond.	1899	1st Mort. ....	600,000	7 May & Nov.	" "	1900
1st Mortgage (1,000,000 acres).....	216,000	7 March & Sept.	N. Y. & St. Lo.	1876	2d Mortgage.....	1,100,000	7 April & Oct.	" "	1883
1st Mortgage (2,000,000 acres) g'd.....	1,399,000	7* May & Nov.	N. Y. & Lond.	1880	Equipment Mortgage.....	150,000	7 " " "	" "	1879
1st Mort. (Leavenworth Branch).....	600,000	7 Jan. & July.	N. Y. & St. Lo.	1898	Macon and Western:				
2d Mortgage (Gov't Subsidy).....	6,033,000	6 " " "	" "	86	1st Mortgage of Oct. 1870.....	150,000	7 April & Oct.	.....	1890
3d Mortgage (Income).....	4,275,350	7 March & Sept.	U. S. Treas.	1897	Maine Central:				
Kent County (Del.):					Consolidated Mort. for \$7,500,000	3,000,000	7* April & Oct.	Boston.	1912
1st Mortgage for \$600,000.....	400,000	6 Jan. & July.	Philadelphia.	1880	\$1,100,000 Loan, tax free.....	746,300	7 Jan. & July.	" "	1894
Kentucky Central:					1st Mortgage (P. & K.) Loan.....	514,000	6 April & Oct.	" "	1875
1st Mortgage (Cov. & Lex.) 1852.	123,000	7 March & Sept.	New York.	1872	Extension (gold) Loan.....	491,000	6 " " "	" "	1900
2d Mortgage (" ") 1853.	844,000	7 " " "	" "	1st Mort. (A. & K. E. ) Loan.....	1,100,000	6 Feb. & Aug.	" "	190-91	
3d Mortgage (Kent. Cen.) 1865.	237,000	7 June & Dec.	" "	217,300	6 April & Oct.	" "			
Kook, Iowa C. & Minn. (T.W & W):					1,149,300	6 " " "	Augusta.		
1st Mort. conv. traffic guar.....	20,000pm	7* Jan. & July.	New York.	1892	1st Mortgage (P. & K.) Loan.....	300,000	6 June & Dec.	Boston.	1895
Kookuk and St. Paul (C.B. & Q.):					1st Mortgage (S. & K. ).....	260,000	5 " " "	" "	1874
1st Mortgage traffic guar.....	1,000,000	8 April & Oct.	Boston.	1879	1st Mortgage (L. & F. ).....	633,000	6 Jan. & July.	" "	1901
2d Mortgage.....	500,000	7 March & Sept.	New York.	1875	Bath (Androscoggin) Loan.....	425,000	6 " " "	" "	1891
2d Mortgage (Extension).....	200,000	7 April & Oct.	" "	1st Mortgage & Framing (B.C. & F. ).....	300,000	7 Jan. & July.	Boston.	1889	
Income Mortgage.....	250,000	7 May & Nov.	" "	1st Mortgage, guaranteed.....	300,000	7 " " "	" "	1894	
La Crosse, Trempeleau & Prescott:					1st Mortgage, Sterling.....	1,050,000	7* Feb. & Aug.	London.	1891
1st Mort. assumed by C. & N. W.	1,000,000	10 — & —	New York.	1877	1st Mortgage Dollar.....	2,450,000	7 " " "	Baltimore.	1891
La, Blooming. & Miss. (T.W & W):					2d Mortgage Dollar.....	2,500,000	7 May & Nov.	" "	1890
1st Mortgage gold guar.....	1,300,000	7* Feb. & Aug.	New York.	1891	3d Mortgage Dollar.....	3,000,000	8 Jan. & July.	" "	1894
La, Muncie & Bloom. (T.W & W):	1,500,000	7* Feb. & Aug.	New York.	1901	1st Mort. (Selot & H. Val. R.R. ).....	300,000	7 May & Nov.	" "	1890
1st Mortgage gold guar.....	1,500,000	7* Feb. & Aug.	New York.	1901	1st Mort. (Pittsburg).....	1,500,000	7* Feb. & Aug.	Boston.	1896
Lake Sh. & Tuscarawas Valley:					1st Mortgage gold.....	1,500,000	7* Feb. & Aug.	" "	1896
1st Mortgage gold.....	2,000,000	7* April & Oct.	New York.	1901	Marquette and Ontonagon:				
LaKE Superior & Mississippi:					1st Mortgage Dollar.....	150,000	8 June & Dec.	Boston.	1875
1st Mort. skg fund gold tax free.....	4,500,000	7* Jan. & July.	N. Y. B. & Ph.	1899	Income Bonds.....	150,000	8 June & Dec.	Boston.	1875
2d Mort. gold tax free and conv.	320,000	7 April & Oct.	" "	1899	Massissippi Valley (C. & P. R. ):				
LaKE Superior & Mississippi:					1st Mortgage guaranteed.....	400,000	8 Feb. & Aug.	Boston.	1900

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Maryland and Delaware:						Nashville and Chattanooga:					
1st Mortgage.....	\$850,000	6 May & Nov.	Boston	1885	43	1st Mortgage, endorsed by Tenn.	\$1,546,000	6 Jan. & July.	New York	1890	...
2d Mortgage.....	150,000	6 June & Dec.	"	1889	...	Nashville and Decatur (L. & Nash.)	2,100,000	7 Jan. & July.	New York	1900	91
Massillon & Cleve. (C. M. V. & D.)	100,000	7* Jan. & July.	New York	1890	...	1st Mortgage sinking fund, guar.	500,000	6* April & Oct.	Nashville	1887	...
1st Mortgage guaranteed, gold.....						Nantucket:					
Maysville and Lexington:						1st Mortgage.....	112,500	7 Jan. & July.	Bridgeport	1876	...
1st Mortgage.....	500,000	7 Jan. & July.	New York	1890	...	Newark & New York (Cen. N.J.)	900,000	7 Jan. & July.	New York	1891	...
Memphis and Charleston:						1st Mortgage guar.....	900,000	7 Jan. & July.	New York	1891	...
1st Mortgage, Convertible.....	1,283,000	7 March & Sept.	New York	1880	86	Newark, Somers & Straterville:	800,000	7* May & Nov.	New York	1889	...
2d Mortgage.....	1,000,000	7 Jan. & July.	"	1883	...	1st Mortgage gold.....	800,000	7* May & Nov.	New York	1889	...
Memphis and Little Rock:						New Brunswick and Canada:					
1st Mortgage.....	1,300,000	8 May & Nov.	New York	1890	...	1st Mortgage, Sterling £200,000.	972,000	6* May & Nov.	London	1867	...
Michigan Air Line:						Newburg & New York (Erie):					
1st Mortgage (E.D.V.) \$15,000 p.m.						1st Mortgage for \$400,000.	...				
Michigan Central:						New H., Middletown & Willimantic:					
1st Mortgage, convertible.....	556,000	8 April & Oct.	New York	1882	...	1st Mortgage (coup. & reg.).....	3,000,000	7 May & Nov.	New York	1889	...
1st Mortgage, sinking fund conv.	2,204,000	8 " "	"	1882	116	New Haven & Northampton:	1,000,000	7 Jan. & July.	N. Y. & N. H.	1890	...
Trust Mortgage for \$10,000,000.	4,500,000	7 Jan. & July.	"	1902	99	1st Mortgage.....	400,000	6 April & Oct.	"	1880	...
1st Mort. (M. Air L. W.D.) ass'd	1,900,000	8 May & Nov.	"	1890	106	Convertible.....	2,000,000	7 " "	"	1891	...
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8 " "	"	1886	...	Holyoke and Westfield bonds:					
2d Mort. (" " ) guar.	500,000	8 March & Sept.	"	1879	100	New Jersey See United Companys:					
1st Mort. (K. & S. Hav.) f. guar.	640,000	8 May & Nov.	"	1889	100	New Jersey Midland (N.Y. & O.M.):					
2d Mort. (" " ) guar..	70,000	8 " "	"	1889	...	1st Mortgage gold, guar.....	3,000,000	7* Feb. & Aug.	New York	1895	...
Michigan Lake Shore:						2d Mortgage currency.....	1,500,000	7 " "	"	1891	73
1st Mortgage.....	800,000	8 Jan. & July.	New York	1889	...	New Jersey Southern:					
Middletown, Unionv. & W. Gap(E):						1st Mortgage.....	2,000,000	7 May & Nov.	New York	1899	75
1st Mortgage tax free.....	225,000	7 May & Nov.	New York	1886	...	1st Mortgage (Tom's Riv. Br.).....	120,000	7 March & Sept.	"	1888	...
Midland of Canada:						Income Mortgage.....	750,000	7 April & Oct.	"	1881	...
1st Mortgage sterling £235,000..	1,143,667	6* May & Nov.	London	1890	...	New Jersey West Line:					
Midland Pacific:						1st Mort. gold, for \$3,000,000.					
1st Mortgage gold, tax free.....	1,100,000	7* Feb. & Aug.	New York	1890	...	New London Northern (Vt. Cen.):					
Milwaukee and St. Paul:						1st Mortgage.....	300,000	6 March & Sept.	New York	1886	...
1st Mortgage.....	5,502,000	7 Jan. & July.	New York	1893	92	1st Mortgage.....	200,000	6 Jan. & July.	"	1888	...
2d Mortgage.....	1,191,000	7 April & Oct.	"	1884	86	Income Mortgage.....	70,000	6 May & Nov.	"	1883	...
1st Mortgage (E. Div. Palmer). .	791,000	8 May & Nov.	"	1874	90	New Orleans, Jackson & Gt. North:					
1st Mort. (Iowa and Minn.).....	3,793,000	7 Jan. & July.	"	1897	87	1st Mortgage 1856.....	3,000,000	8 Jan. & July.	New York	1886	...
1st Mortgage (Minn. Cent.).....	207,000	7 " "	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8 April & Oct.	"	1890	...
1st Mortgage (Iowa & Dak.).....	1,008,000	7 " "	"	1870	84	Income Mortgage, 1870 gold.....	1,000,000	8* May & Nov.	"	1890	...
1st Mortgage (P. du Chien). .	3,674,000	8 Feb. & Aug.	"	1898	108	N. Orleans Extension, 1870, gold	1,600,000	8* Jan. & July.	"	1890	...
2d Mortgage (P. du Chien). .	1,315,000	7.3 " "	"	1898	95	New Orleans, Mobile and Texas:					
Milwaukee City Loan.....	233,000	7 March & Sept.	"	1873	...	1st M.(N.Oto) 1'227 m\$kg fd. :	2,825,000	8 Jan. & July.	New York	1915	...
1st Mort. (Mil. & Wm.). .	234,000	7 Jan. & July.	"	1891	...	2d Mortgage, endorsed by La.:	2,825,000	7 " "	N. Y. or Lond.	1915	...
Real Estate Purchase.....	148,500	7 " "	"	1891	...	New York and Boston:					
Milw. Manitowoc & Green Bay:						1st Mortgage gold, for \$4,000,000.					
1st Mortgage for \$2,500,000.						7* May & Nov. N. Y. & N. O.	1889	...			
Milwaukee and Northern:						New York Central & Hudson R.:					
1st Mortgage for \$18,000 p.m. .						Debt Certif. (N. Y. Central).....	5,936,626	6 May & Nov.	New York	1883	90
Mineral Point:						Bonds for debts ass'd (N.Y.Cen.).....	1,514,000	7 Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1868.....	320,000	10 Jan. & July.	New York	1890	...	Bonds for B. & N. S. t. (").....	76,000	6 May & Nov.	"	1883	...
Minneapolis & Duluth (L.S. & M.)						Bonds for R.R. stocks (").....	592,000	6 " "	"	1883	87
1st Mortgage gold, guaranteed.....	400,000	8* Jan. & July.	New York	1911	...	Bonds for real estate (").....	162,000	6 " "	"	1883	87
Minneapolis & St. L. (L.S. & M.)						Bonds of 1854 renew'd (").....	2,900,000	6 June & Dec.	"	1887	92
1st Mortgage gold, guaranteed.....	700,000	7* Jan. & July.	New York	1911	...	1st Mort. (Hudson Riv.).....	200,000	7 Feb. & Aug.	"	1870	...
Minnesota and North Western:						2d Mort. ( " ) 8. F. ....	1,894,000	2 June & Dec.	"	1885	...
1st Mort. gold, skg fd & tax free.....	20,000pm	7* Jan. & July.	New York	1895	...	3d Mort. ( " ) 8. F. ....	180,000	7 May & Nov.	"	1875	...
Mississippi Central:						Bonds of '71, tax free (N.Y.C.H.).....	1,950,000	7 April & Oct.	"	1891	...
1st Mortgage.....	1,354,000	7 May & Nov.	New York	1890	69-'71	Consol. Mort. for \$40,000,000.			"	1902	...
2d Mortgage.....	2,000,000	8 Feb. & Aug.	"	1875	...	7* May & Nov. N. Y. & N. O.	1889	...			
General Mort. for \$8,000,000 gold.						New York Central & Hudson R.:					
Mississippi, Ouachita & Red Riv.:						Debt Certif. (N. Y. Central).....	5,936,626	6 May & Nov.	New York	1883	90
1st Mortgage gold.....	1,860,000	7* " & —	"	1875	...	Bonds for debts ass'd (N.Y.Cen.).....	1,514,000	7 Feb. & Aug.	"	1876	100
1st Mort. Land Grant gold.....	1,080,000	7* " & —	"	1875	...	Bonds for B. & N. S. t. (").....	76,000	6 May & Nov.	"	1883	...
State (Ark.) subsidy \$10,000p.m.	1,550,000	7 April & Oct.	"	1910	...	Bonds for R.R. stocks (").....	592,000	6 " "	"	1883	87
Mississippi and Tennessee:						Bonds for real estate (").....	162,000	6 " "	"	1883	87
1st Mortgage of April 1, 1866.....	600,000	7 April & Oct.	New York	1876	...	Bonds of 1854 renew'd (").....	2,900,000	6 June & Dec.	"	1887	92
Consolidated Mort. Sept. of 1866.	1,181,600	8 Jan. & July.	"	1871	...	1st Mort. (Hudson Riv.).....	200,000	7 Feb. & Aug.	"	1870	...
Mississippi Valley and Western:						2d Mort. ( " ) 8. F. ....	1,894,000	2 June & Dec.	"	1885	...
1st Mortgage \$20,000 p. m. .						3d Mort. ( " ) 8. F. ....	180,000	7 May & Nov.	"	1875	...
Missouri, Iowa and Nebraska:						Bonds of '71, tax free (N.Y.C.H.).....	1,950,000	7 April & Oct.	"	1891	...
1st Mortgage gold, sinking fund.						Consol. Mort. for \$40,000,000.			"	1902	...
Missouri, Kansas and Texas:						7* May & Nov. N. Y. & N. O.	1889	...			
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6* Jan. & July.	New York	1890	...	New York and Harlem:					
1st Mort. (Teb & Neosho) S.F.g'd	2,000,000	7* June & Dec.	"	1903	...	1st Mortgage of 1853.....	3,000,000	7 May & Nov.	New York	1873	103
Consol. Land Grant, skg fd gold	7,833,000	7* Feb. & Aug.	"	1904	...	Consolidated mortgage of 1863.....	1,754,000	6 Feb. & Aug.	"	1893	...
Missouri River, Ft. Scott & Gulf:						Sinking Fund mortgage of 1861.....	111,850	7 Jan. & July.	"	1881	...
1st Mortgage Land skg fd, tan fr	5,000,000	10 Jan. & July.	New York	1890	86	Bonds of 1853, unsecured.....	106,000	7 " "	"	1873	...
2d Mortgage.....	2,000,000	10 April & Oct.	N. Y. & Bost.	1891	74	N. Y. Houstonian & Northern:					
Mobile and Girard:						1st Mortgage for \$500,000.....	161,000	7 Feb. & Aug.	New York	1889	...
1st Mortgage.....	377,500	7 Jun. & July.	New York	1876	...	New York and Haven:					
2d Mortgage.....	300,000	7 " "	"	1889	...	1st Mortgage.....	1,050,500	7 April & Oct.	New York	1875	99
Mobile and Montgomery:						1st Mortgage.....					
1st Mortgage endor. by Ala. gold	2,500,000	8* May & Nov.	New York	1900	...	1st Mortgage.....					
Mobile and Ohio:						1st Mortgage.....					
1st Mortgage, Sterling.....	6,000,000	6* May & Nov.	Mob. & Lond.	1892	...	1st Mortgage.....					
Interest bonds.....	804,400	8 " "	Mobile	1877	...	Improvement Bonds.....	132,000	6 Feb. & Aug.	New York	1873	78
Interest bonds.....	371,500	8 " "	"	1883	...	Extension Bonds.....	100,000	7 Jan. & July.	"	1876	...
Interest (sterling) bonds.....	755,040	6* " "	London	1883	...	General Mort. for \$1,000,000.....	250,000	6 May & Nov.	"	1889	82
2d Mort. (Income Liquidation),	943,121	8 March.	Mobile	1877	...	N. Y. West Shore & Chicago:					
Montclair (N. Y. & O. Mid.)						1st Mortgage gold, \$35,000 p. m. .					
1st Mortgage gold, guar.....	1,200,000	7* March & Sept.	New York	1886	...	Niles and New Lisbon:					
2d Mortgage.....	400,000	7 " "	"	1900	...	1st Mortgage.....	500,000	7 Jan. & July.	New York	1890	...
Income Mortgage.....	700,000	7 " "	"	1890	...	1st Mortgage.....					
Montgomery and Enfield:						1st Mortgage.....					
1st Mortgage end. by Ala. gold.	1,040,000	8* March & Sept.	New York	1886	...	1st Mortgage.....					
1st Mortgage not endorsed....	300,000	8 June & Dec.	"	1900	...	1st Mortgage.....					
Monticello:						1st Mortgage.....					
1st Mortgage.....	420,000	8 April & Oct.	New York	1910	...	1st Mortgage.....					
Monticello and Port Jervis:						1st Mortgage.....					
1st Mortgage gold, tax free.....	650,000	7 J. A. J. & O.	New York	1890	...	1st Mortgage.....					
Morris and Essex (D. L. & W.:						1st Mortgage.....					
1st Mortgage sinking fund, guar.	5,000,000	7 March & Sept.	New York	1914	102	1st Mortgage.....					
2d Mortgage.....	3,900,000	7 Feb. & Aug.	"	1891							

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Northern Pacific:						Perkiomen (Phila. & Rdg):	\$619,000	6	April & Oct.	Philadelphia.	1897	86		
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....							
Norwich & Worcester (B.H. & E.):						Perth Amboy & Woodbr. (C&A):	100,000	6	Feb. & Aug.	New York.	1874	...		
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	...	1st Mortgage.....							
Plain bonds.....	200,000	6	" "	" "	1874	...	1st Mortgage (Instalments).....	341,500	8	Jan. & July.	New York.	1898-99	...	
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	...	Philadelphia and Baltimore Cent.:							
Nyack and Northern:						1st Mortgage (Penn. Div. 361 m.):	800,000	7	Jan. & July.	Philadelphia.	1879	...		
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Md. Div. 91 m.):	300,000	6	April & Oct.	"	1891	...	
Ogdensburg and Lake Champlain:						2d Mortgage (Pa. & Md. 46 m.):	400,000	7	Jan. & July.	"	1900	...		
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	97	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80	
Equipment Mortgage.....	200,000	8	" "	" "	1879	...	Loan of 1870, convertible.....	28,000	7	" "	"	1890	...	
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	...	Mortgage Loan of 1857, conv. ....	98,000	6	" "	"	1886	...	
Ohio and Mississippi:						Mort. Loans of 1843-44-45 & 49.	1,621,000	6	" "	"	"	1890	94	
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	...	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	London.	1893	...	
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1874	...	Mortgage Loan of 1886 stg. ....	182,400	5	Jan. & July.	"	1880	...	
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1882	85	Mortgage Loan of 1843 stg. ....	976,800	6	" "	"	1880	...	
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1888	...	Mortgage Loan of 1843 stg. ....	177,600	7	" "	"	74-77	...	
Consolidated Mort. ....	2,761,000	7	Jan. & July.	"	1898	92	Mortgage Loan of 1836 stg. ....	7,696,000	7	June & Dec.	Philadelphia.	1911	102	
Consolidated Mort. (sterling)....	101,850	7*	" "	London.	1898	...	Dollar coupon.....	3,414,000	7	" "	"	1911	106	
Oil Creek and Allegheny River:						Consolidated Dollar registered.....	7,000,000	6*	" "	Phil. or Lond.	1911	...		
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Mortgage Gold or stg coup. ....	624,000	6*	" "	"	1911	97	
1st Mortgage (War. & Fkln).....	530,000	7	April & Oct.	"	1882	82	June 1, 1871. Gold or stg reg. ....	376,000	6	" "	Philadelphia.	1911	...	
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	71	Dollar coupon.....	2,306,030	7	Jan. & July.	"	1893	106	
Old Colony and Newport:						New deben. loan, conv. ....								
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	Philadelphia, Wilmington & Balt.:	345,000	6	Jan. & July.	Philadelphia.	1894	111	
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97	Mortgage Loan, convertible.....	400,000	6	April & Oct.	"	1876	85	
Plain Bonds.....	1,460,000	7	Feb. & Aug.	"	1877	101	Loan of 1866.....	1,000,000	6	" "	"	1887	...	
Omaha and Northwestern:						Pickering Valley (Phila. & Rdg):	330,300	7	April & Oct.	Philadelphia.	1900	...		
1st M. land grant, gold \$16,000pm						1st Mortgage, guaranteed.....								
Omaha and Southwestern:						Pittsburg, Clin. & St. Louis (Pa.):	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75		
1st Mortgage \$20,000 p. m. ....	1,000,000	8	June & Dec.	Boston.	1896	87	Consol. Mortgage for \$10,000,000.	3,000,000	6	monthly.	New York.	1884	...	
Orange, Alexandria & Manassas:						1st Mort. (Steub. & Ind.) conv. ....	775,000	7	Jan. & July.	Philadelphia.	1890	...		
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95	Pittsburg & Connellsville:							
2d Mort. (Charlotte to Lynchburg)	1,155,500	6	Jan. & July.	"	1873	91	1st Mortgage of 1868, tax free. ....	4,000,000	7	Jan. & July.	Baltimore.	1898	95	
3d Mort. ....	598,000	8	May & Nov.	Richmond.	1893	93	2d Mort. (Balt. Loan of 1866) ....	1,000,000	6	" "	"	1886	...	
4th Mort. ....	574,000	8	March & Sept.	Alexandria.	1890	81	1st Mort. (Turtle Cr. Div. 191 m.) ....	400,000	6	Feb. & Aug.	Pittsburg.	1889	...	
Consolidated Mort. ....	1,645,500	7	Jan. & July.	New York.	1892	81	2d Mort. (Series A) ....	875,000	7	Jan. & July.	New York.	1912	106	
Orange and Newark:						1st Mortgage (Series B) ....	875,000	7	Feb. & Aug.	"	1912	...		
Osage Valley & Southern Kansas:						1st Mortgage (Series C) ....	875,000	7	March & Sept.	"	1912	...		
1st Mortgage (5-20 years)....	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series D) ....	875,000	7	April & Oct.	"	1912	...	
Oshkosh & Miss. (M. & S. P.):						1st Mortgage (Series E) ....	875,000	7	May & Nov.	"	1912	...		
Oswego and Rome (R. W. & O.):						1st Mortgage (Series F) ....	875,000	7	June & Dec.	"	1912	...		
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	2d Mortgage (Series G) ....	860,000	7	Jan. & July.	"	1912	100		
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	2d Mortgage (Series H) ....	860,000	7	Feb. & Aug.	"	1912	...		
Owego and Syracuse (D.L. & W.):						2d Mortgage (Series I) ....	860,000	7	March & Sept.	"	1912	...		
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	2d Mortgage (Series J) ....	860,000	7	April & Oct.	"	1912	...		
Ottawa, Oswego & Fox River:						2d Mortgage (Series K) ....	860,000	7	May & Nov.	"	1912	...		
1st Mortgage guar. by (C.R. & Q.):						2d Mortgage (Series L) ....	860,000	7	June & Dec.	"	1912	...		
Owensboro' and Russellville:						2d Mortgage (Series M) ....	860,000	7	April & Oct.	"	1912	95		
1st Mortgage for \$1,500,000.						Bridge (O. & P. R. R.) bonds. ....	153,000	7	May & Nov.	"	1870	...		
Pacific of Missouri (Atl. & Pac.):						Equipment Mort. of Mar. 1, 1869 Construction bonds of Jan. 1, '70	1,000,000	8	March & Sept.	"	1874	101		
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	86	Plymouth, Kankakee & Pacific:							
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	79	1st Mortgage for \$3,600,000.		7	Jan. & July.	"	1901	...	
Income Bonds.....	1,500,000	7	" "	" "	1892	...	Port Huron & Lake Michigan:							
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	...	1st Mortgage gold, for \$1,800,000.		7*	May & Nov.	New York.	1889	80	
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	...	Portland & Ogden (Vt.):							
1st Mortgage (Lea. Atch & Nev.):	500,000	7	April & Oct.	"	1889	...	1st Mortgage gold, for \$2,300,000.		6*	May & Nov.	Boston.	1901	...	
Paducah and Memphis:							Portland and Oxford Central:		250,000	6	Jan. & July.	Portland.	1883	...
1st Mortgage gold for \$2,805,000.							Portland and Rochester:							
1st Mortgage, stg £19,350.....	93,847	7*	April & Oct.	London.	1875	...	1st Mort. (Portland Loan) skg f'd.	700,000	6	Jan. & July.	Portland.	1887	...	
General Mortgage, stg £597,800	3,868,330	7*	" "	"	1897	...	1st Mortgage (equal lien) ....	350,000	7	April & Oct.	Boston.	1887	...	
Paris and Decatur:							2d Mort. Sept. 1, 1871 for \$450,000.		7	March & Sept.	"	1891	...	
1st Mortgage sold.....	1,200,000	7	Jan. & July.	New York.	1901	...	Port Royal (S. C.):							
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	1st Mortgage gold, skg f'd. ....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1888	...	
Pekin, Link, & Decatur (T.W. & W.):							1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	...	
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	Poughkeepsie and Easton:							
Pemberton & Heights (U.C. of NJ.):							1st Mort. gold, conv. & tax free. ....	500,000	7*	Jan. & July.	New York.	1910	...	
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	...	Providence and Worcester:							
Pemberton & N. York (N.J.S.):							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	...	
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	1889	...	Quincy, Alton and St. Louis:							
Peninsular Railway:							1st Mortgage gold.....	850,000	6*	May & Nov.	"	1901	...	
1st Mortgage gold (S.E. 1st series)	1,800,000	7*	May & Nov.	N.Y. & Lond.	1889	...	1st Mort. gold, for \$1,800,000.		6*	May & Nov.	Boston.	1891	...	
1st Mortgage gold (S.E. 2d series)	979,000	7*	" "	"	1900	...	Portland & Ogden (Me. & N. H.):							
Pennsylvania:							1st Mort. (Maine Section) gold. ....	800,000	6*	Jan. & July.	"	1901	...	
1st Mortgage (Harr. to Pbg. ....)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100	Consol. Mort. gold, for \$3,000,000.							
2d Mortgage (" " )stg.	2,594,000	6*	April & Oct.	"	1875	97	Portland & Ogden (Vt.):							
2d Mortgage (" " )stg.	2,282,240	6*	" "	London.	1875	...	1st Mortgage gold, for \$2,300,000.							
General Mortgage (eoup. & reg.)	18,004,500	6	J. A. J. & O.	Philadelphia.	1910	94	1st Mort. gold, for \$1,800,000.							
State lien for \$17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	1872-90	...	1st Mort. gold, for \$1,800,000.							
Pennsylvania Coal:							1st Mort. gold, for \$1,800,000.							
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	...	Reading and Columbia (P. & R.):							
Pennsylvania and Delaware:							1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	...	
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	...	2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	...	
Income Mortgage.....	310,000	7	March & Sept.	"	1891	...	Rensselaer and Saratoga:							
Pennsylvania & New York (L.V.):							1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	...	
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	101	2d Mortgage.....	300,000	7	" "	"	1880	...	
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	...	3d Mortgage.....	150,000	7	" "	"	1887	...	
Peoria & Bureau Val (C.R.I. & P.)							1st Mortgage (Sara. & Whiteh.):	400,000	7	March & Sept.	New York.	1886	...	
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	...	1st Mort. (Troy, Salem & Rutl.):	600,000	7	May & Nov.	"	1890	...	
Peoria & Hannibal (O. B. & Q.):							1st Mortgage (Glenn's Falls							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where	Due.				When.	Where	Due.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill., 75 m.)	\$900,000	7	Feb. & Aug.	New York	1890	96	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	4,000	"	"	1890	...	1st Mort. endor. by Balt.	200,000	6	"	"	1890	
1st Mort. (Gt. W. R. R. W.D. 100m)	4,000	10	April & Oct.	"	1868	...	2d Mort. ....	300,000	6	"	"	1890	
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	"	1888	96	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	92	2d Mortgage preferred.....	600,000	8	"	"	1895	
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	88	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	...	Western Pacific (Cen. Pac.):						
9d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	92	1st Mortgage assumed, gold.....	2,735,000	6*	Jan. & July.	New York.	1890	
2d M. (Gt. W. Rwy of '59, 181m)	2,500,000	6	"	"	1893	84	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1888	85	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	874	Western Union (M. & St. P.):						
1st M. (Dec. & East St. L. 100m.)	2,700,000	7	"	"	1900	91	1st Mortgage for \$5,000,000 .....	3,275,000	7	Jan. & July.	New York.	1896	
Troy, Salem & Rutland (R. & Sar.):	500,000	7	May & Nov.	New York	1890	...	West Jersey:						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York	1873	...	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1885	
Troy Union (and Depot):	500,000	6	Jan. & July.	New York	1873	...	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	
1st Mortgage, guaranteed.....	180,000	6	"	"	1878	...	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	
Tuckerton:							Western Wisconsin:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia	1901	...	1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	
2d Mortgage (Gov. subsidy).....	21,236,000	6	"	"	'96-'99	...	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1899	74	Wicomico and Pocomoke:						
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	72	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	
Omaha Bridge B'da, str £250,000	2,500,000	8*	April & Oct.	London	1896	...	Williamston and Tarboro:						
Union Pacific (Central Div.):							1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York	1895	...	Wilmington, Colum. & Augusta:						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	'96-7-8	...	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	
Union Pacific, S. Br. (M.K. & T.):							Wilm., Charlotte & Rutherford:						
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York	1899	...	1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	
Union & Titusville (O.C. & A.Riv.):							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	
1st Mortgage.....	500,000	7	Jan. & July.	New York	1890	...	Wilmington and Reading:						
United Companies of New Jer.:							1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	
Sinking Fund Sterling £282,000	1,268,000	6*	Jan. & July.	London	1880	...	2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia	1875	97	Wilmington and Weldon:						
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York	1875	...	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	
Loan of 1883 (" " "	450,000	6	"	"	1878	...	Currency Bonds.....	221,400	7	May & Nov.	"	1882	
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	"	1883	...	Sinking Fund gold, Bonds.....	710,000	7	Jan. & July.	New York.	1896	
Loan of 1889 " " "	866,000	6	June & Dec.	Philadelphia	1883	91	Wilmington and Western (Del.):						
Consolidated mort. of Loan of 1889	5,000,000	6*	May & Nov.	Princeton	1889	90	1st Mortgage, Jan. 1, 1872.	400,000	7.3	J. A. & J. O.	Wilmington.	1892	
Sterling Loan £289,200.....	1,846,000	5*	March & Sept.	London	1894	94	Winona & St. Peter (C. & N. W.):						
Sterling Loan £380,000.....	1,800,000	6*	"	"	1888	...	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	
Loan of 1888.....	154,000	6*	"	"	1888	...	2d Mortgage \$12,000 p. m.....	1,565,000	7	May & Nov.	"	1890	
Bond to State of New J. (N.J.C.):	100,000	7	Feb. & Aug.	New York	1887	...	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	
Bond to State of N. Jer. (U.C. Co's):	500,000	7	"	"	1887	...	Wisconsin Central:						
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia	1894	...	1st M. L. G. gold S. Y. \$25,000pm.....	7*	Jan. & July.	Boston.	1901		
Utica and Black River:							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica	1878	...	Worcester and Nashua:						
Utica, Chen. & Susq. Val. (D&H.C.):							Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	
1st Mortgage.....		7					Plain Bonds.....	75,000	6	"	"	1890	
Utica, Ithaca and Elmira:							CANAL BONDS:						
1st Mortgage gold, skg fund.....	25,000	m	7	Jan. & July.	N. Y. & Lond.	1892							
Vermont Central:							Chesapeake and Delaware:						
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston	1886	84	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	94	Chesapeake and Ohio:						
1st Mort. (Stan. Sheff. & Ch. R.R.):	443,800	7	Jan. & July.	"	1887	78	Maryland Loan sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	
Guar. Stock (Vt. & Ca.R.R.):	795,500	8	Juns & Dec.	"	1900	79	Sterling, Loan guaranteed.....	4,875,000	6*	"	London.	1890	
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	'76-'77	...	Preferred Bonds (next item).....	1,699,500	6	Jan. & July.	Baltimore.	1885	
Equipment Mortgage.....	1,000,000	8	"	"	1889	75	Delaware Division (L.O. & N.):						
Vermont and Massachusetts:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston	1883	92	Delaware and Hudson:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	98	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	
Vermont Valley (Rutland):							gage re - (2d series, July 1, 1869..	3,500,000	7	Jan. & July.	"	1884	
1st Mortgage.....	386,000	7	April & Oct.	New York	1860	...	gistered. (3d series, Jan. 1, 1871..	5,000,000	7	"	"	1884	
1st Mortgage.....	114,000	6	"	Boston	1860	...	Delaware & Raritan See U'd Co's.						
2d Mortgage.....	233,200	7	"	"	1859	...	Lehigh Coal and Navigation:						
Vicksburg and Meridian:							1st Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	
1st series (red).....	722,500	7	Jan. & July.	Philadelphia	1890	...	Mortgage Loan reg.....	2,016,000	6	F. M. A. & N.	"	1897	
General 2d series (blue).....	850,000	7	"	"	1890	...	Mortgage (equip.) Loan, gold.....	4,944,000	6*	June & Dec.	"	1897	
Mortgage 3d series (black).....	154,000	7	"	"	1890	...	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	
4th series (not end.).....	1,273,000	7	April & Oct.	"	1880	...	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1897	
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	...	Monongahela Navigation:						
Vineyard:							1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	
1st Mortgage tax free.....	750,000	7	April & Oct.	New York	1890	...	2d Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	
Virginia & Tennessee (A.M. & O.):							Boat Loan, sinking fund.....	286,000	6	"	"	1876	
1st Mortgage.....	494,000	6	Jan. & July.	N. Y. & Lynch	1873	95	Preferred Stock Dividend Scrip.	236,965	7	"	"	1885	
Enlarged Mortgage.....	990,000	6	"	"	1884	74	Pennsylvania:						
4th Mortgage.....	840,000	6	March & Sept.	"	1900	88	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	
Registered Certificates.....	123,208	8	Jan. & July.	"	"	1st Mortgage (Wy. Val. Can.).....	600,000	6	"	"	1878		
Funded Interest.....	204,200	8	"	"	1880	...	1st Mortgage (Erie Canal).....	743,654	7	"	"	1865	
Income Mortgage (fundable).....	112,500	8	"	"	1886	...	Interest Bonds (Erie Canal) 1850	161,980	7	"	"	1873	
Wallkill Valley (Brie):							Schuykill Navigation (Ph. & Rdg):						
1st Mortgage gold, tax free.....	20,000	pm	7	April & Oct.	New York	1910	...	1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	182-197
Ware River (V. Cen.):							2d Mortgage.....	4,016,670	6	Jan. & July.	"	1882	
1st Mortgage gold, for \$750,000.....	462,000	6*	June & Dec.	New York	1890	...	Plain Bonds.....	55,222	6	"	"	1876	
Warren (D. I. & W.):							Improvement bonds.....	302,500	6	May & Nov.	"	1870	
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York	1875	...	Boat and Car Loan.....	756,650	6	"	"	1898	
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	"	1900	...	Boat and Car Loan.....	628,100	7	"	"	1880	
Warren & Franklin (O.C. & All R.):							Coupon Bonds.....	1,073,000	6	Jan. & July.	"	1895	
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia	1882	83	Susquehanna (S. & Tide Water):						
Warwick Valley (Erie):							1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	
1st Mortgage.....	85,000	7	April & Oct.	New York	1890	...	2d Mortgage.....	700,000	6	"	"	1885	
Washington and Ohio:							3d Mortgage st						

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

**Shares** ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (---) signify "not ascertained." Land Grant Railroads are printed in *bold letters*.

## Abstract of General Balance Sheet.

Railroad.	Rolling Stock.			Companies.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.													
	Years ending.	Oars.		Freight.	B. M. E.		Pass.	Engines.		Railroad Operated.	Surplus Income.		Accounts.		Stocks.		Bonds.	Passenger.		Trains Moved.	Gross.		Net.	Tons.	\$.	Pc.						
		M.	M.		M.	M.		M.	M.		M.	M.	M.	M.	M.	M.		M.	M.		M.	M.										
Sept. 30, 1871	60,2	3	3	8	66	Adirondac	—	New York.	3,109,000	100	May 31, 1871	295,0	3,705,000	980,000	1,061,288	22,820	22,134	22,820	12,750	100	100	100	100	100	100							
May 31, 1871	295,0	14,8	20	400	101	Alabama and Chattanooga.	—	Alabama.	10,500,000	100	June 30, 1872	313	2,000,000	2,000,000	2,000,000	296,0	(Operated by Mo. and Ohio.)	(Fare closed and sold)	77,064	77,064	100	100	100	100	100	100						
June 30, 1872	313	8	13	2	101	Alabama Central.	—	Alabama.	3,600,000	100	Sept. 30, 1872	142	3,260,000	4,393,000	83,440	92,8	(Fare closed and sold)	No returns.)	1,069,986	267,487	7	100	95	100	100	100	100					
Sept. 30, 1872	142	4	21	24	749	Albany and Susquehanna.	—	New York.	8,580,663	100	Dec. 31, 1871	142	150	2,260,000	98,000	1,721,211	687,211	387,061	285,674	1,069,986	267,487	7	100	95	100	100	100	100				
Dec. 31, 1871	142	2	21	21	1,656	Alexandria and Frederick.	—	Pennsylvania.	9,147,216	100	Oct. 31, 1871	142	10	2,260,000	746,100	402,387	132,0	(Under construction—No part in use.)	1,721,012	784,161	100	80	80	100	100	100	100					
Nov. 30, 1871	142	4	22	22	7,100	Allegheny and Pittsburgh.	—	Pennsylvania.	1,057,287	100	Dec. 31, 1871	142	6	10	1,057,287	679,081	95,000	20,5	(Under construction—No part in use.)	1,721,012	784,161	100	80	80	100	100	100	100				
Dec. 31, 1871	142	2	2	2	25	Almontown and Ellridge.	—	Pennsylvania.	446,600	100	Dec. 31, 1871	26,0	2	2	446,600	380,000	160,000	20,5	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	80	80	100	100	100	100				
Apr. 30, 1872	26,0	—	—	—	—	Arkansas Central (3 rail.)	—	Arkansas.	550,000	100	Apr. 30, 1872	26,0	—	—	550,000	375,000	60,000	20,5	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	80	80	100	100	100	100				
Dec. 31, 1871	23,0	1	1	1	—	—	—	—	—	100	Dec. 31, 1871	23,0	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—					
Dec. 31, 1871	186,0	1	1	1	8	—	—	—	—	100	Dec. 31, 1871	186,0	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—					
Sept. 30, 1872	142	1	1	1	9	268	Atchison, Topeka & Santa Fe.	Kansas.	6,450,000	100	Sept. 30, 1872	142	1	1	6,450,000	3,665,000	2,766,000	23,0	(Leased to Cheyenne and Eastern.)	1,721,012	784,161	100	90	90	100	100	100	100				
Dec. 31, 1871	181	30	30	4	4	268	Athol and Enfield.	Massachusetts.	1,200,129	100	Dec. 31, 1871	181	6	5	121	1,252,300	22,000	5,072	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100				
June 30, 1872	181	85	85	8	8	2,500	Atlanta and West Point.	Georgia.	1,200,129	100	June 30, 1872	181	6	5	46	1,780,000	4,200,000	20,000	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100				
Dec. 31, 1871	181	20,0	20,0	20,0	20,0	106	Atlanta and Great Western.	N. Y. Penn. & O.	1,110,000	100	Dec. 31, 1871	181	106	79	33	3,380	30,000,000	69,000,000	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100			
Dec. 31, 1871	181	21,0	21,0	21,0	21,0	106	Atlanta and Gulf.	—	Georgia.	7,692,133	100	Dec. 31, 1871	181	21,0	21	400,243	174,262	4,632,900	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100		
Sept. 30, 1871	181	46,0	46,0	46,0	46,0	106	Atlantic and Ohio.	—	Georgia.	10,607,176	100	Sept. 30, 1871	181	46,0	46,0	46,0	46,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
May 31, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Sept. 30, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Sept. 30, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Sept. 30, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Dec. 31, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Dec. 31, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Sept. 30, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Sept. 30, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
May 31, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	May 31, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Sept. 30, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Sept. 30, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Dec. 31, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Dec. 31, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Sept. 30, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Sept. 30, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Dec. 31, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Dec. 31, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Sept. 30, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Sept. 30, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Dec. 31, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Dec. 31, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Sept. 30, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Sept. 30, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Dec. 31, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Dec. 31, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Sept. 30, 1871	181	29,0	29,0	29,0	29,0	106	Atlantic and Ohio.	—	Virginia.	10,607,176	100	Sept. 30, 1871	181	29,0	29,0	29,0	29,0	4,921,000	9,498,000	2,974,200	632,319	86,084	(To be completed by Dec. 1, 1870.)	1,721,012	784,161	100	90	90	100	100	100	100
Dec. 31, 1871	181	29,0																														



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

*(A dash (-) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (---) signify "not ascertainable."*

*Land Grant Railroads are printed in "Italics." Stateaid Railroads are distinguished by a "1."*

## Abstract of General Balance Sheet.

Railroad.		Rolling Stock.		Property and Assets.		Liabilities.		Operations.		Earnings.	
Years	Ending.	Cars.	Freight.	Accounts.	Surplus Income.	Bonds.	Stocks.	Passenger.	Gross.	Net.	Market Par.
Dec. 31, 1871	11.8	22	8	388	4,306,388	156,169	1,099,100	4,291,500	1,947,184	674,685	277,874
Sept. 30, 1871	11.8	20	5	11	Finland, Johnston and Giovaniere..... New York.	300,046	300,046	232,189	100,000	100,000	100,000
Sept. 30, 1871	10.0	2	2	1	Flushing and North Side..... New York.	1,611,453	1,611,453	235,122	108,166	100,000	100,000
Sept. 30, 1871	10.0	0	0	8	Fonda, Johnsville & Gloversville..... New York.	1,162,130	1,162,130	18,321	62,686	52,660	52,660
Dec. 31, 1871	10.0	2	1	2	Ft. Wayne, Jack. & Saginaw..... Ill. & Mich.	1,050,000	1,050,000	100,000	22,150	100,000	100,000
Dec. 31, 1871	10.0	0	0	6	Ft. Wayne, Muncie and Cin..... Indiana.	1,000,000	1,000,000	200,152	100,989	59,611	59,611
Dec. 31, 1871	10.0	0	0	2	Franklin and Lowell..... Mass.	1,000,000	1,000,000	100,000	100,000	100,000	100,000
Sept. 30, 1871	10.0	0	0	1	Freehold and Jamesburg..... N. Jersey.	158,364	158,364	100,000	100,000	100,000	100,000
Oct. 31, 1871	9.0	200,000	9	4	Gavaston, Houston & San Antonio..... Texas.	1,783,841	263,636	477,540	10,551	99,207	22,0
Mar. 31, 1872	61.0	7,000	15	5	Georgetown, Galveston, Houston & Henderson..... Texas.	1,289,000	357,800	11,256	1,000,000	64,000	61,000
Apr. 30, 1872	61.0	247	5	14	Georgia, Clinton & Springfield..... Georgia.	1,416,000	1,405,739	210,201	1,000,000	160,174	133,012
Apr. 30, 1872	61.0	563	3	4	Gilman, Chilton & Deskeerton..... Illinois.	6,000,000	2,000,000	2,000,000	3,000,000	120,356	120,356
Sept. 30, 1871	11.6	0	0	3	Gloster and Deesertown..... New York.	290,901	40,888	120,000	19,000	18,000	18,000
Dec. 31, 1871	10.0	119,113	0	0	Grand Rapids and Indiana..... Indiana.	1,992,000	1,992,000	2,800,000	8,000,000	1,500,000	1,500,000
Dec. 31, 1871	9.0	4,000	4	7	Grand River Valley..... Michigan.	1,956,850	1,956,850	492,000	1,500,000	1,500,000	1,500,000
Jun. 30, 1871	70.0	300,000	140	142	Great Western T..... Canada.	16,528,945	2,323,038	3,562,716	20,246,533	10,922,297	6,717,988
July 31, 1871	71.0	247,0	140	142	Greens..... New York.	1,426,000	1,426,000	17,442,945	86,000,000	620,000	620,000
Sept. 30, 1871	71.0	290,101,5	70.0	70.0	Green Bay and Lake Pepin..... Wisconsin.	800,000	200,000	200,000	200,000	120,386	120,386
Mar. 31, 1872	171.0	81.0	0	0	Greenwich and Johnsonville..... New York.	273,883	120,000	120,000	120,000	120,000	120,000
Sept. 30, 1872	171.0	11.0	3	2	Guilford, Johnson and Givansville..... New York.	1,000,000	1,000,000	1,000,000	1,000,000	100,000	100,000
Sept. 30, 1872	11.6	0	0	3	Gulf Western, Texas and Pacific..... Texas.	1,000,000	1,000,000	1,000,000	1,000,000	100,000	100,000
Dec. 31, 1872	11.0	280,000	2	1	Hackensack Extension..... New Jersey.	191,246	1,000,000	1,000,000	1,000,000	100,000	100,000
Dec. 31, 1871	9.0	187.1	4,000	4	Hackensack Extension..... New Jersey.	1,000,000	1,000,000	1,000,000	1,000,000	100,000	100,000
Dec. 31, 1871	9.0	187.1	247.0	300.0	Hannibal and Central Missouri..... Missouri.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	71.0	71.0	Hannibal and Central Missouri..... Missouri.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	140	142	Hannibal and St. Joseph T..... Missouri.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	140	142	Hartford and New Haven, Connecticut..... Connecticut.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	140	142	Hartford, Prov. and Franklin, Conn. & R.I. T..... Connecticut.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Aug. 31, 1871	10.0	187.1	207.1	7.8	Hartford, Prov. and Dakota T..... Minn.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	12.2	0	Hatherly Mine..... New Jersey.	174,389	37,050	120,000	120,000	120,000	120,000
Sept. 30, 1871	10.0	187.1	12.2	0	Holyoke, Wayne and Monroe..... Mass.	200,000	66,100	15,384	100,000	100,000	100,000
Oct. 31, 1871	10.0	187.1	12.2	0	Holyoke and Westfield..... Mass.	200,000	200,000	100,000	100,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	114.0	20	Holland Extension and Lancaster..... Pennsylvania.	1,038,500	1,038,500	1,000,000	1,000,000	100,000	100,000
Oct. 31, 1871	10.0	187.1	114.0	20	Holland Extension and Lancaster..... Pennsylvania.	1,082,500	1,082,500	1,000,000	1,000,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford and New Haven, Connecticut..... Connecticut.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and Franklin, Conn. & R.I. T..... Connecticut.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Sept. 30, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000	100,000	100,000
Dec. 31, 1871	10.0	187.1	167.0	167.0	Hartford, Prov. and St. Louis..... Ill. & Mich.	1,426,000	1,426,000	1,426,000	1,426,000		



## **RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

"Rolling Stock" occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in the freight, State-Rail-Road, Steamship, Land and Railroad fees printed in Wilson's State-Rail-Road Rates.

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### 3 Abstract of General Balance Sheet

Abstract of General Balance Sheet.															
Market.		Par.		Dividends.		Earnings.		Operations.		Value of Shares.					
Companies.		Assets.		Liabilities.		Carried one mile.		Operations.		Value of Shares.					
Property and Assets.		Accounts.		Bonds.		Net.		Freight.		Tons.					
Railroad.		Surplus Income.		Stocks.		Passenger.		Freight.		Number.					
Railroad Operated.		M.		M.		M.		M.		M.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Tons.					
B. M. E.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
B. M. E.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Freight.		Accounts.		Bonds.		Stocks.		Passenger.		Number.					
Cars.		Accounts.		Bonds.		Stocks.		Passenger.							





Boston Stock Exchange.						
Actual Sale Prices for the week ending May 7.						
	Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu. 6.	W. 7.
Boston and Albany	144	143	143	143	142	142
Boston and Lowell	144	143	143	143	143	144
Boston and Maine	117 $\frac{1}{2}$					
Boston and Providence	146 $\frac{1}{2}$					
Boston, Hartford & Erie	75, new	38 $\frac{1}{2}$	37	39 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$
Cheshire, pref.		76	76	76	76	76
Chi. Burl. & Quincy	109 $\frac{1}{2}$					
Concord		84	83	83	83	83
Connecticut River						
Eastern	107	107	107	107	106 $\frac{1}{2}$	106 $\frac{1}{2}$
Fitchburg			135	135	134 $\frac{1}{2}$	134 $\frac{1}{2}$
Manchester & Lawrence						
Michigan Central	105 $\frac{1}{2}$	104 $\frac{1}{2}$	105	105 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$
Northern, N. H.			110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$
Ogdens & Lake Champlain				54	52	52
pref.				97	97	97
Old Colony	111	111	111	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$
Ph. Wil. & Baltimore	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	58	58	58
Portl'd, Saco & Ports			130	130	129 $\frac{1}{2}$	129 $\frac{1}{2}$
Union Company						
" 6s		83 $\frac{1}{2}$				
" Land Grant 7s		74				
" Income 10m. 7 $\frac{1}{2}$	71 $\frac{1}{2}$	71	71	70	70	70
Vermont & Canada	59 $\frac{1}{2}$	60	60	61	62	62
Vermont & Mass.	84 $\frac{1}{2}$			83		
South Boston (Horse)						
Cambridge				102		
Metropolitan		56 $\frac{1}{2}$	56 $\frac{1}{2}$		57	
Middlesex						
Central Mining Co.						
Copper Falls						
Franklin National						
Pawtucket	124	124	124	124	124	124
Quincy	47	47	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$

## London Stock Exchange.

	Closing	Prices—	
	April 18.	April 10.	
Atlantic & Gt. W. 1st mort., \$1,000.	80 — 81	80 $\frac{1}{2}$ — 81	
Do. 2d mort., \$1,000.	71 $\frac{1}{2}$ — 72 $\frac{1}{2}$	70 $\frac{1}{2}$ — 71 $\frac{1}{2}$	
Do. Con. mort. B'nds Bisch's Cert.	54 — 55	52 — 54	
Do. Reorg. Scrip.	96 — 98	96 — 98	
Do. Leas. Lines, Rental Bonds.	93 — 94	93 — 94	
Detroit & Milwaukee 1st mort. Bonds	73 — 75	73 — 75	
Do.	70 — 75	70 — 75	
Erie shares 100 dol. all paid.	51 — 51 $\frac{1}{2}$	51 — 51 $\frac{1}{2}$	
Do. Ticket of Protec. Com. attached			
Do. 6 per cent Convertible Bonds.	95 $\frac{1}{2}$ — 96 $\frac{1}{2}$	95 $\frac{1}{2}$ — 96 $\frac{1}{2}$	
Do. European Agency Certificates			
Illinois Central \$100 shares all paid.	92 $\frac{1}{2}$ — 93 $\frac{1}{2}$	91 — 93	
Do. Redemption mort. bonds 6 p.c.	98 — 100	98 — 100	
Illinois & St. Louis Bridge 1st mort.	98 — 100	98 — 100	
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88	
Michigan Central 8 $\frac{1}{2}$ 1882, conv.	85 — 90	85 — 90	
Panama 2d mort.			
Panama General mort.	95 — 97	95 — 97	
Pennsylvania, 2d mort.	97 — 99	97 — 99	
Do. General mort.	98 — 99	98 — 99	
Do. \$50 shares.	45 — 47	44 $\frac{1}{2}$ — 45	
Philadelphia and Erie 1st mort.	95 — 97	95 — 97	
Do. with option to be paid in Phila.	95 — 97	95 — 97	

## American Railroad Journal.

Saturday, May 10, 1873.

## Stock Exchange and Money Market.

The city banks have made a decided and very encouraging gain in their reserves since our last, and the course of the Money market has been much more favorable for the borrowing interests, the later call loan negotiations having been on the basis of legal rate of 7 per cent per annum to the more prominent of the Stock Exchange firms and 6@7 per cent to the leading Government houses. The discount market also worked more smoothly for the mercantile classes, and strictly prime to very good commercial paper was quoted in request at 8@10, and railway notes and acceptances, more salable at 10@12 per cent per annum. There has been far less pressure for aid, and the general tendency of the movement has been toward a further relaxation in rates. The return of currency from the country, and the usual tendency to ease in the Money market in the month of May go very far to restore confidence after the recent prolonged pressure and extravagant rates for Money. The effect upon the general trade of the city, cannot fail to tell upon business at a season like the present, when the reopening of

Canal and Lake navigation favors a free demand for merchandise for the West and a liberal export demand for domestic produce from the West. The banks are once more ahead in their obligatory reserve, the last statement showing that they had \$2,729,425 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance over a million dollars; while adding nearly two millions to its currency reserve. Its currency reserves at the close of the week were \$20,891,184; and its coin board, \$42,204,981.

The clearances of the banks averaged through the week 116 $\frac{1}{2}$  millions a day, and amounted in the aggregate, for the whole week, to \$698,038,786 as against \$698,515,940 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance \$1,946,765 and cut down its coin reserve \$1,088,621 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$18,677,800, against \$18,325,400 same time last year. The city bank deposits are now \$196,471,900 against \$211,638,400, week ending May 4, 1872. The legal tender reserve amounts to \$40,051,700, against \$47,407,400 same time last year. The circulation now stands at \$27,564,400 against \$27,809,800 same time last year. The loans are now \$270,721,100 against \$280,284,900 at this date last year.

The coin reserve of the city banks is now about 18 $\frac{1}{2}$  millions as against about 25 $\frac{1}{2}$  million on the 20th of last July; the legal tender reserve is nearly 40 $\frac{1}{2}$  millions against about 55 $\frac{1}{2}$  millions on the statement of June 15th; and the deposits are now about 196 $\frac{1}{2}$  millions, against 247 $\frac{1}{2}$  millions on the 20th of July.

The U. S. Sub-Treasury office last week received \$4,402,682 of currency, and \$5,872,550 of gold, the latter including \$2,114,000 from customs; and disbursed \$2,455,916 of currency and \$6,957,171 of gold, the latter embracing \$4,249,816 of coin interest.

Government revenues have been yielding rather less satisfactory since our last. The excises yielded within the week about 1 $\frac{1}{3}$  millions, and thus far in the current fiscal year beginning with July 1, 1872, \$94,869,578. The customs at the port of New York, for the week, were \$2,016,936, and at the outports, about \$700,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Tuesday were as follows: Currency, \$4,474,615; special deposit of legal tenders for the redemption of certificates of deposit, \$26,230,000; coin, \$73,737,874. Coin certificates outstanding, \$25,997,100. Legal tenders outstanding \$357,180,919.

The Gold speculation has been comparatively weak and hesitating, on a restricted volume of dealings, though toward the close there was rather more animation apparent. The customs and export drains were light. The enlarged produce exports tended to lessen the confidence of operators for higher figures. The range of the price during the week has been from 116 $\frac{1}{2}$  @ 117 $\frac{1}{2}$  and the closing quotation on Wednesday was 117 $\frac{1}{4}$  against 117 $\frac{1}{4}$  on Wednesday of the preceding week. The specie outflow last week, was \$401,318. The Gold Exchange Bank clearances

have averaged about 63 $\frac{1}{2}$  millions per day during the week.

The customs demand for Gold last week, averaged \$352,338 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1872, have been \$1,097,018 against \$822,689 in 1871. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$115,269,464 against \$136,466,924 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$67,805,192, against \$67,943,970 during the same time in 1871-2.

The export drain of specie was \$401,318 last week, against \$1,735,018 same week preceding year. The shipments since July 1, 1872, have been \$58,388,447 against \$83,275,268 during the same portion of 1871.

Foreign Exchange has been held more firmly, though not remarkably active. Bankers' sixty day bills on London closed at 108 $\frac{1}{2}$ @108 $\frac{1}{2}$ ; eight bills on London, at 109 $\frac{1}{4}$ @109 $\frac{1}{4}$ . The week's exports of Domestic Produce have been to the currency value of \$7,518,679.

Under the Treasury programme for May, Government proposes to sell through the Sub-Treasury Gold as follows: Thursday, May 15, \$1,070,000; Thursday, May 22, \$1,500,000; Thursday, May 29, \$1,000,000. And to buy in Five-Twenties as follows: Wednesday, May 21, \$500,000.

On Wednesday, Government bought in \$500,000 Five-Twenties from 115 $\frac{1}{2}$ @115 $\frac{1}{2}$ , net out of an aggregate offering of \$1,351,400.

Government securities have been in much better request at firmer and buoyant prices, favored by the growing ease in Money and the encouraging debt exhibit May 1, which showed a further liquidation in April of \$2,155,228.

U. S. sixes of 1881 closed on Wednesday of this week at 121 $\frac{1}{4}$ @121 $\frac{1}{2}$ ; U. S. Five-Twenties of 1862, 115 $\frac{1}{2}$ @116; U. S. Five-Twenties of 1864 at 115 $\frac{1}{2}$ @116; U. S. Five-Twenties of 1865, 117 $\frac{1}{2}$ @117 $\frac{1}{2}$ ; U. S. Five-Twenties of 1866 consolidated, 118 $\frac{1}{2}$ @118 $\frac{1}{2}$ ; U. S. Five-Twenties of 1867, 120@120 $\frac{1}{2}$ ; U. S. Five-Twenties of 1868, 118 $\frac{1}{2}$ @118 $\frac{1}{2}$ ; U. S. Ten-forties at 113 $\frac{1}{2}$ @114; U. S. Fives of 1881 (Funding Loan) 114 $\frac{1}{2}$ @115; Six per cent. currency Sixes from 115 $\frac{1}{2}$ @115 $\frac{1}{2}$ .

State bonds have been attracting more attention from investment buyers and have been held with increasing firmness.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 23.	April 30.	May 7.
Consols	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
U. S. 5-20s, 1885	91 $\frac{1}{2}$	92	92
" 1867	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
" 10-40s	89 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$
New Fives of 1881	90	90	89 $\frac{1}{2}$
Erie	51 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$

\* Ex-May coupon.

The Metal trade has been devoid of animation. Trade in Copper has been quite dull, with prices quoted easier. Lead closing at 82 $\frac{1}{2}$ c., without important sales; 75 tons best selected English changed hands at 80 $\frac{1}{2}$ c. @ 80 $\frac{1}{2}$ c., cash and 30 day's credit. Scotch Pig-iron has been offered more freely at yielding prices, without leading to much activity; sales have been reported of 350 tons Glengarnock on private terms, and 100 tons

Eglinton at \$49. American Pig-iron depressed and lower, with a slack demand noted. Other kinds quiet. We quote Glengarnock Pig at \$50; Eglinton do. at \$49; No. 1 American Pig at \$48; No. 2 do. at \$45; Wrought Scrap at \$60 @ \$62; English rails at \$70 @ \$71, gold; American Rails at Works, \$80 @ \$83; Pig lead firmer and in more request at 6 3/4 c. @ 6 3/4 c., gold, for ordinary foreign; sales, 100 tons. Spelter has been quiet at 7 1/2 c. @ 8c., gold. Pig-tin has been very quiet with Straits quoted at 82c., and English at 31 1/2 c., gold. Tin Plates dull; 500 boxes Charcoal sold at \$12, gold. Charcoal Plates quoted here at \$11 75 @ \$12 25; Charcoal Terne, \$10 @ \$10 75; Coke, \$9 75 @ \$10 50; Coke Terne, \$8 50 @ \$9 75, gold, per box. Zinc quiet at former prices.

The Railway and Miscellaneous share speculation has shown more activity, and though disturbed by the course of Pacific Mail, under its embarrassing connections, the market towards the close showed comparative firmness and buoyancy, influenced in part by the growing ease in Money.

Railway Mortgages Bonds have been in more request, for investment purposes, at firmer rates. Central Pacific Sixes have been more sought after closing at from 103 1/2 @ 104. Chesapeake and Ohio Sixes have been more freely purchased at 88 and interest. Western Pacific Sixes have been in better demand at 95. The Northern Pacific 7-80 Loan has been in good request at par and interest.

General business has been moderately active, and toward the close quoted steadier as to values. Breadstuffs met with a freer sale, in good part for export. Cotton, moderately dealt in. Groceries, brisker. Sugars and Coffee firmer. Middling upland Cotton left off at 19 1/4 c. per lb. The receipts at all the ports, since Sept. 1, have been 3,272,024 bales, against 2,576,914 bales same time in the preceding year; exports 2,178,643 bales against 1,776,028 bales in the previous year; stock at the ports at latest dates, 480,284 bales against 272,255 bales same date 1871.

Foreign goods have been rather more sought after on the basis of previous quotations. The week's imports amounted to \$6,970,387 including \$1,721,428 of dry goods.

Ocean freights have been more active, closing more firmly.

At the Live Stock Markets, Beeves have been in less request at from 9 1/4 @ 13 1/4 cts. Veals in more demand at 5 @ 12 cts.; Sheep at from 5 @ 8 cts.; Swine at 6 1/2 @ 6 1/2 cts. per lb., all live weight. The week's receipts were 9,586 Beeves, 3,383 Veal Calves, 11,688 Sheep and Lambs, and 41,919 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Hannibal and St. Joseph L. G. Bonds, 105; Belleville and Southern Illinois 1st mort., 97; Western Pacific R. R. bonds, 95 1/2%; Mil. and St. Paul 1st mort., Iowa div., 84 1/2%; do. La C. div., 90 1/2%; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do. E. D., 92 1/2%; Delaware and Hudson Canal 1st mort., 1884, 102 1/2%; Louisville and Nashville 7s, consol., 1898, 98; Buffalo, New York and Erie, 1st mort., 94; Pacific R. R. 7s, guar. by Mo., 98 1/2%; Albany and Susq. R. R., 95; do. 2d mort., 97; Cleve., Col., Cin. and Ind. 1st mort., 100 1/2%;

Long Dock bonds, 98; Lake Shore and Michigan Southern 7s, consol., reg., 99; St. Louis, Jackson, ville and Chicago 1st mort., 91; Central of New Jersey 1st mort. new, 108 3/4; Burlington, Cedar Rapids and Minnesota 1st mort., 91 1/4; Boston, Hartford and Erie 1st mort., 38; Nashville and Decatur 1st mort., 91; Cedar Falls and Mian. 1st. mort., 81; North Missouri 1st mort., 91; Detroit, Monroe and Toledo 1st mort., 97 1/2%; New York and New Haven 6s, 97; New Jersey Southern 1st mort., 75; Canada Southern 1st mort., 92 1/2%; Pacific R. R., of Mo., 47; Atlantic and Pacific pref., 23 1/2%; St. Louis and Iron Mt. R. R., 86; do. 1st mort., 98 3/8%; Ohio and Mississippi 7s, consol. S. F., 94; Western Union Tel., 87 3/8; do. 7s, 94 1/2%; Quicksilver pref., 48 1/2%; Am. Mer. Union Exp., 68; U. S. Exp., 74; Adams Exp., 95 1/2%; Wells-Fargo Exp., 81 1/4%; Consol. Coal of Md., 57 1/2%; Maryland Coal, 24 1/2%; New Central Coal 42; Pennsylvania Coal, 225; Alabama 8s, 1893, 85 1/2%; N. Y. State 7s, B. L., coup., 105 1/2%; South Carolina 6s, new, Jan. and July, 17 1/2%; Brooklyn 6s, W. L., 94 1/2%; do. P. L., 98.

Philadelphia.—Lehigh Valley 7s, new, 104 3/4; Philadelphia and Reading Gen'l mort. 7s, reg. 105; do. coupon, 102 1/2%; do. 7s, new conv., 106; Pennsylvania and New York 7s, 101 1/4; Allegheny Valley 7s 3-10s, 94; Pittsburg, Cincinnati and St. Louis 7s, 75 1/2%; Morris Canal 2d mort., 98; do. B. L., 90; Ithaca and Athens 7s, 100; Connecting R. R. 6s, 87; Westchester and Philadelphia R. R. 7s, 101 1/2; Harrisburg and Lancaster R. R. 6s, 94; Elmira and Williamsport 5s, 58 1/2%; Wilmington and Reading 7s, 100; Pennsylvania Canal, 17; Camden and Atlantic pref., 42; Nesquehoning R. R., 53 1/2%; Pennsylvania R. R. allotments, 53 1/2%; Lombard and South St. R. R. 21; Pittsburgh 5s, 74; do. 7s, 101. The latest quotations are: City 6s, 97 1/2 @ 97 1/2%; do. free of tax, 101 1/2 @ 101 1/2%; Pennsylvania State 6s, 1st series, 101 1/2 @ —; do. 2d series, 107 @ 107 1/2%; do. 3d series, 109 @ 109 1/2%; Philadelphia and Reading 57 1/2 @ 57 1/2%; do. Gen'l mort. 7s, coup., 102 1/2 @ 103; do. reg., 104 @ 105; do. mort. 6s, 1880, 94 @ 95; do. 7s, new, conv., 105 1/2 @ 106 1/2%; United New Jersey R. R. and Canal Co., 119 1/4 @ 120; Camden and Amboy mort. 6s, 1889, 94 3/8 @ 94 1/2%; do. 1888, 91 1/2 @ 92; do. 1889, 89 1/2 @ 90 1/2%; Pennsylvania R. R., 53 1/2 @ 53 1/2%; do. allotment, 53 1/2 @ 53 1/2%; do. 1st mort., 100 @ 101; do. 2d mort., 97 @ 97 1/2%; do. General mort. coupon, 98 1/2 @ 94; do. reg., 97 1/2 @ 98; Little Schuylkill R. R., 46 1/2 @ 47; Morris Canal, 49 @ 50; do. pref., 125 @ 127; do. 6s, 92 @ 95; Susquehanna Canal, 7 @ 8; do. 6s, 75 @ 75; Schuylkill Nav., 7 @ 8; do. pref., 14 1/2 @ 14 1/2%; do. 6s, 1882, 76 1/2 @ 77 1/2%; do. 1872, 82 @ 83; Elmira and Williamsport pref., 37 @ 40; do. 7s, 1873, 97 @ 99; do. 5s, 58 @ 59 1/2%; Lehigh Coal and Navigation, 40 @ 40 1/2%; do. 6s, 1884, 88 @ —; do. R. R. Loan, 92 @ 92 1/2%; do. Gold Loan, 94 @ 95; North Pennsylvania, 47 @ 48; do. 6s, 96 1/2 @ 98; do. 7s, 96 1/2 @ 97; do. Chat- tle 10s, 106 1/2 @ —; Philadelphia and Erie, 25 1/2 @ 26 1/2%; do. 6s, 89 @ 90; Minehill, 52 @ 52 1/2%; Catawissa, 21 @ 21 1/2%; do. pref. 44 1/2 @ 45 1/2%; do. new pref., 88 @ 88 1/2%; do. 7s, 1900, 101 @ 101; Lehigh Valley, 60 @ 60 1/2%; do. 6s, new coupon, 97 1/2 @ 98; do. reg., 98 1/2 @ 99; do. 7s, 103 1/2 @ 104; Fifth and Sixth streets, (horse,) 51 1/2 @ 52; Second and Third, — @ 57; Thirteenth and Fifteenth, 20 1/2 @ 22; Spruce and Pine, 82 @ 83 1/2%; Green and Coates 49 @ 50; Chestnut and Walnut, 60 @ —; Hestonville, 19 @ 19 1/2%; Germantown, 81 @ —.

Boston.—Chicago, Burlington and Quincy 7s, 94 1/2%; do. rights, 5 45; Burlington and Missouri R. R., 108; do. in Nebraska, 66; do. 8s, in Nebraska, old, 100 1/4; Atchison, Topeka and Santa Fe R. R., 20 1/2%; do. 1st mort., 74; do. 7s, L. G., 78 1/2%; Cheshire 6s, 1875, 95 1/4; do. 1877, 95 1/2%; do. 1880, 94 1/2%; Ogdensburg and Lake Champlain Equip. 8s, 97; Eastern R. R. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1894 @ 1916, 87 1/2%; West Wisconsin 7s, 1896, gold, 84 1/2%; Old Colony and Newport 6s, 1875, 97 1/2%; Boston, Clinton and Fitchburg 7s, 91; Malden and Melrose Horse R. R. 6s, 1880 @ 1883, 90 1/2%; Vermont Central 1st mort., 34; do. Equip. 8s, 76; Eastern (N. H.) R. R., 100 1/4; Rutland R. R., 10; do. pref., 58; do. scrip, No. 8, 91; do. No. 1, 90; Connecticut and Passumpsic Riv. R. R., 88 1/2%; Portsmouth Gt. Falls and Conway R. R., 93; Cincinnati, Sandusky and Cleveland R. R., 17 1/2%; Worcester and Nashua R. R., 185; Boston Water Power, 81; do. scrip, 71; Cary Imp., 18 1/2%; Waverly Land, 4 1/2%; Brookline Land, 5%; Boston Land, 6; New Hampshire 6s, 98 1/2%; Maine 6s, 1889, 99; Charlestown 6s, 1888, 94 1/2%; Portland 6s, 1887, 90; St. Louis 6s, 1886, 90; Bangor 6s, 1894, 89 1/2%; Cambridge 6s, 1876, 95; Bath 6s, 1888, 89 1/2%; Chicago 7s, 1892, 98 1/2%; Lowell 6s, 1890, 95 1/2%; Springfield 6s, 1882, 94 1/2%; Boston 6s, 1880, reg., 98 1/2%; Allouez Mining Co., 20; Calumet and Hecla, 160; Dawson Silver, 25c.; Mesnard, 2 1/2%; Petherick, 4; Ridge, 10 1/2%; Rockland, 3 1/4%; St. Clair, 3 1/2%.

Baltimore.—Central Ohio R. R., 40; do. 1st mort., 86 1/2%; Orange and Alexandria 4th mort. 8s, 81 1/2%; Northern Central 6s, 1900, gold, 93; Orange, Alex. and Manasses 7s, 82; Maryland Defense 6s, 104; Memphis City 6s, 57; Virginia consols, coupons, 82; Santa Clara Mining Co., 3.65. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80 @ 81; Pittsburg and Connellsville 7s, 1898, 95 @ 95 1/2%; Baltimore and Ohio, 172 @ 173; do. 6s, 1875, 98 1/2 @ 99 1/2%; do., 1880, 97 @ 97 1/2%; do., 1885, 95 @ 95%; Parkersburg Branch, 110 —; Northern Central, 85 @ 87; do. 6s, 1885, 92 @ 93; do., 1900, 85 @ 85 1/2%; do. 6s, 1900 gold, 92 1/2 @ 94; N. W. Va. 1st mort., — @ 92 1/2%; do., 2d mort., — @ —; do., 3d mort., 1885, 89 @ —; Marietta and Cincinnati 1st mort. 7s, 1892, 99 1/2 @ 99 1/2%; do., 2d mort., 7s, 89 1/2 @ 90; do., 3d mort., 8s, 88 1/2 @ 84; Central Ohio, 42 @ 42 1/2%; do. pref., 41 @ 41; do. 1st mort., 86 @ 86 1/2%; Western Md. 1st mort. 6s, 1890, 85 @ 90; do. 1st mort. guar., 97 @ 97 1/2%; do. 2d mort. guar., 97 @ 97 1/2%; do. 3d mort. guar., 97 @ 97 1/2%; do. 4th mort. 8s, 81 @ 81; Orange Alex. and Manasses 7s, 81 1/2 @ 81 1/2%; Virginia and Tennessee 1st mort. 6s, 98 @ —; do. 6s, 2d mort., 77 1/2 @ 78; do. 8s, 3d mort., 87 1/2 @ 88 1/2%; Baltimore 6s, 1875, 98 @ 98; do., 1884, 96 1/2 @ —; do. 1886, 98 1/2 @ 99; do., 1890, 98 @ 99 1/2%; do., 1893, 97 @ 97; do. 1893, exempt, 101 1/2 @ 101 1/2%; do., 1900, exempt, 98 1/2 @ 99; do. 1900, new, 98 @ 98 1/2%; do. 1902, 98 @ 99 1/2%; Memphis City 6s, 56 @ 58; Maryland Defense Loan, 1888, 104 1/2 @ 104 1/2%; Virginia 6s, old, 36 @ 40; do. coupons old, 46 @ 50; do. consol. 6s, 52 1/2 @ 53 1/2%; do. reg. 51 @ 53; do. coupons, 82 @ 82 1/2%; West Virginia, 18 @ 18 1/2%; City Passenger R. R., 20 @ 21; George's Creek Coal, 120 @ 128.

**Baltimore, Chesapeake and Delaware Bay Railway.**

A meeting of the corporators of this company, for which a charter was obtained at the last session of the Maryland Legislature, was held in this city yesterday, for the purpose of electing a president and board of directors, and which resulted in the choice of the following gentlemen: Dr. G. W. Goldsborough, of Caroline county, president; Dr. Alexander Harcastle, of Queen Anne's county, R. W. Ericson, of Kent Island, J. B. Pennington, of Dover, John Maulove, of Caroline county, and Sidney C. Long, of Baltimore, directors. The route of the proposed road has been surveyed, and though it will bring lower Delaware nearer to Baltimore than to Philadelphia, the ultimate object, it is understood, is to make a connection with New York other than that now had by way of Philadelphia. The route selected was originally one that had been agreed upon by several gentlemen of Delaware, and who obtained a charter for the same, but failing to avail themselves of the charter, it was repealed by the late Legislature and one granted to the corporators of the proposed new road.

There is at present a road from Lewes, on Delaware Bay, to Harrington, and it is intended to run the road from Harrington to Queenstown, Md., by way of Greenboro' where it will cross the Maryland and Delaware Railroad leading from Oxford to Clayton. Kent Island will be the Maryland terminus, and from thence steamboats will run to this city. Should the road be so constructed as to make a new connection with New York, it will connect at Harrington with the Junction and Breakwater Railroad, and thence to Delaware Bay, where a line of steamboats will connect with New York. In all about eighty miles of track will be laid, and a desire was evinced at the meeting yesterday that the work of constructing the road should be commenced without delay. It was also stated that perhaps a summer resort, similar to Holly Grove, will be established at the Kent Island terminus, that place being represented as well adapted for such a purpose. A meeting of the directors will be held in a few days, when the question of opening books for subscription to the stock of the road will be discussed.—*Balt. Sun., Apr. 30.*

**[F]** The directors of the Port Royal Railroad Company recently elected, are: George T. Jackson, John P. King, H. R. Cook, B. W. Lawton, Josiah Sibley, D. F. Appleton, W. F. Herring, R. E. Robbins, W. W. Clark, T. P. Branch, J. C. Durant, W. E. Jackson, M. P. Stovall. George T. Jackson was elected President.

**[F]** Some twenty miles of the eastern extension of the Allegheny Valley Railroad, which is to form the great low grade road between Pittsburgh and the seaboard, has been completed, and that portion from Red Bank to New Bethlehem was opened on the 5th inst. for passenger and freight traffic.

**[F]** The Athens and Schenectady Railroad has commenced operations, and during the navigation season will be used for the transportation of cattle.

**[F]** H. J. Jewett has been elected President, Daniel Applegate Treasurer, and Wm. Wing Secretary of the Central Ohio Railroad Company.

**[F]** The grading of the Bucksport and Bangor Railroad will be completed by September 1, 250 men being at work upon it.

**[F]** The Calumet and Hecla Mining Company has declared a dividend of \$5 per share, payable on the 15th inst.

**[F]** Columbus, Ohio, has voted, 2,398 to 1,053, to give \$200,000 to the Toledo and Columbus (West Line) Railroad.

**New York Canal Tolls, Tonnage, etc.**

The following particulars of interest to canal forwarders and others are condensed from the tables published in the report of Mr. Wm. Thurstone, Secretary of the Buffalo Board of Trade.

	1870.	1871.	1872.
Canal tonnage..	6,178,769	6,467,888	6,673,870

Tolls at Buffalo.	\$1,060,055	\$1,389,910	\$1,416,049
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Tolls at Oswego.	331,166	402,210	388,155
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Total tolls of all			
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N. Y. canals..	2,611,577	3,100,838	3,072,412
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The tolls from 1847 to 1872 exclusive were:			
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Tonnage.....			119,396,718
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Tolls at Buffalo .....			\$34,708,807
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Tolls at Oswego .....			10,037,971
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Total tolls of all New York canals....			86,410,658
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The actual amount of tolls collected to the credit of the Oswego canal, were as follows:

1867 .....	\$151,174 71	1870 .....	\$111,232 87
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1868 .....	181,627 97	1871 .....	108,491 24
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1869 .....	180,155 00	1872 .....	88,704 48
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The per cent of toll revenue received was:

1868. 1869. 1870. 1871. 1872.
-------------------------------

At Buffalo. .... 48.0 43.5 40.6 44.8 46.0
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Oswego. .... 13.2 14.9 15.0 18.0 14.0
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Other places 38.8 41.6 44.4 42.2 43.0
---------------------------------------

The total amount of tolls and freight received on all the New York canals

for thirty-six years was.....			\$237,752,561
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Total freight to carriers same period.			130,561,729
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Balance to State.....			\$107,190,832
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The last three years show as follows:

1870. 1871. 1872.
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Total tolls and			
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freight.....	\$7,552,988	\$10,779,887	\$10,468,711
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Total tolls to			
----------------	--	--	--

carriers....	4,941,410	7,879,049	7,576,800
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The average per tons freight on upward and downward merchandise between Buffalo and Albany was in

1869. 1870. 1871. 1872.
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Av. upward freight..... \$2 60 \$2 60 \$2 60 \$2 60
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Av. downward freight 4 44 3 06 3 70 3 70
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**[F]** Regarding Bessemer steel, which is now so largely manufactured in the United States, a Sheffield (Eng.) correspondent observes, "Bessemer steel continues in great request, its application to new purposes being almost weekly extended. It can be produced so much cheaper than cast steel made in the old way, and yet is so tough and endowed with many of the virtues of best cast steel, that there is no wonder that its use is becoming pretty nearly universal."

**[F]** The Watson Manufacturing Company, of Paterson, N. J., are building 14 iron bridges for a Costa Rica Railroad. They are also building a bridge for Morris County, N. J.; one for Newark, to cost, \$11,000; one for Jersey City, to cost \$20,000; and they recently completed one for Fourth Avenue, New York, which was 600 feet long and cost between \$35,000 and \$40,000.

**[F]** The earnings of the Central Pacific Railroad in April, 1873, were \$1,182,920—an increase over April, 1872, of \$183,322. For the first four months of the year the earnings were \$8,664,255—an increase over the corresponding four months of 1872, of \$664,834.

**[F]** The earnings of the Erie Railway Company for the week ending April 30, 1873, were \$384,329, and since November 1, 1872, \$8,800,582—an increase over the corresponding six months of the previous year of \$281,843.

**BANKING HOUSE OF FISK & HATCH,  
No. 5 NASSAU-ST., NEW YORK, May 5, 1873.**

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and it is reasonable to suppose the present difference of from TWENTY TO THIRTY per cent, cannot be obtained for any great length of time.

We are recommending the following for Exchanges or for new investments—all of them payable in gold, principal and interest:

The CHESAPEAKE AND OHIO SIX PER CENTS at 98 and accrued interest, interest payable May and November; these bonds are issued in denominations of \$100, \$500, and \$1,000. The road, 420 miles in length, is now completed, and the business offering is very large, and increasing daily.

The WESTERN PACIFIC SIX PER CENTS at the market price, which is to-day 95, flat. These bonds are \$1,000 each; interest payable January and July. This road having been consolidated with the great CENTRAL PACIFIC, and payment of its bonds, principal and interest, assumed by them, we see no good reason why they should not soon approximate in price to Central Pacifics—now 103.

Also, the CHESAPEAKE AND OHIO SEVEN PER CENTS, interest payable January and July, secured by a First Mortgage on the Extension to deep water on Chesapeake Bay, on the proposed Kanawha River-Branch, and on the Great Bridge to be built over the Ohio River at Huntington, and a Second Mortgage on the Main Line, with all its equipments, depots, &c.

Only \$3,000,000 of these Bonds will be offered for sale at present. Price 90 and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

We continue to deal in Government and Central Pacific Bonds, receive deposits on which we allow interest, make collections, execute orders at the Stock Exchange for cash, and conduct a general banking business.

We have just published a pamphlet giving a full description of the Chesapeake and Ohio Railroad and its advantages, and particular information concerning the agricultural, mineral and mechanical resources; the remarkable coal and iron deposits; and the opportunities for settlement, investment, and the employment of capital and labor in various industries along its route, copies of which may be had free of charge, upon application in person or by mail to

FISK & HATCH.

**[F]** The Chief Engineer of the Ligonier Valley Railroad will receive proposals at his office, Latrobe, Westmoreland Co., Pa., until noon, May 12, 1873, for the graduation and masonry of Sections 9, 10 and Y, at Latrobe, of the Ligonier Valley Railroad.

**[F]** In 1872, 301 cars of pig iron, 285 cars of coal, 3,600,000 feet of lumber, and other materials in proportion were used in the manufacture of Fairbank's scales.

**Journal of Railroad Law.**

**RAILROAD COMPANIES—CONTRIBUTORY NEGLIGENCE  
—RIGHTS OF CARRIERS AND PASSENGERS.**

The facts in the recent case of *The Chicago and Alton Railroad Company vs. Randolph*, (53 Ill., 510), are fully and clearly stated in the following opinion by—

**WALKER, J.**—This action was brought by appellee, in the Logan Circuit Court against appellants, to recover for damages received by him while leaving appellants' train of cars, about the 21st of September, 1868. It appears that, on the evening of the day that the injury was received, appellee procured a ticket at Lincoln for the station at Atlanta, and got upon a freight train while it was still in motion, the employee not intending to stop at the station at Atlanta. There was another passenger got on the train at the same time, who was going to the same place. The train was a through stock and freight train which stopped regularly at certain stations for fuel and water, but not at others, unless signaled to do so to take stock from them, or where there was freight to be delivered.

There is no evidence as to whether appellee made any inquiry, when he purchased his ticket to learn whether the train would stop at Atlanta. Appellee and the other passenger who got on the train at the same time, both swear that before leaving Lincoln, the conductor informed them that it would. This is denied by the conductor, who swears that he was not in the caboose while at Lincoln, and not until they reached Lawnsdale, when he took up the tickets of appellee and the other passenger, when, he swears, he informed them that the train would not stop at Atlanta, unless there should be stock at that point for shipment, but that he would run very slowly on the grade south of Atlanta, where they might jump off safely if they chose, which they agreed to do. The conductor seems to be corroborated in his statement by the brakeman and another passenger on the train.

It appears that, when the train reached the grade and was running slowly, the conductor informed appellee and the other passenger for Atlanta, that then was their time to leap from the train, which they refused to do, whereupon they were informed that the train would not stop. On reaching that point both men went out on the platform, and appellee leaped from the train, and in falling injured himself, but the other passenger remained on the train and was carried to the next station, where he was put off without injury. On a trial in the court below, appellee recovered a verdict for \$1200, upon which judgment was rendered, and the case is brought to this court on appeal, and various errors are assigned.

It is contended by appellee, that he leaped from the train under the orders of the conductor; but on the other side it is denied that the conductor gave any such orders, or that he, at that time, even made any suggestion that he could or might leap from the train in safety. On the trial, appellants asked this instruction, but it was refused.

"The court further instructs the jury, for the defendant, that even if the jury should believe, from the evidence, that the conductor or brakeman told the plaintiff, at the time he jumped off the train, that he would do so with safety, and yet left it voluntary with plaintiff to get off or not,

then what the conductor or brakeman might have said at the time (if the jury believe, from the evidence anything was said by them) did not release the plaintiff from the duty of exercising reasonable judgment and caution as to whether it was safe to get off or not. If the jury believe, from the evidence, that, under all the circumstances existing at the time, a man of ordinary prudence, situated as the plaintiff was, would not have jumped off, the jury should find for the defendant."

It is urged that it was error in the court to refuse this instruction.

In the conflict in the testimony, this instruction should have been given. If the conductor only gave it as his opinion that appellee could leap from the train in safety and appellee acted upon his suggestion, still it was his duty to exercise his judgment whether or not it was safe; and if the conductor only gave it as a matter of opinion, still, if the danger was so apparent that a prudent man, similarly situated, would not have attempted to leap from the train, then appellee was guilty of negligence, and should not be permitted to recover. He was bound to exercise ordinary prudence, if left to act voluntarily, and was not acting under constraint. The instruction only asserted these propositions, and it should have been left to the jury to determine whether appellee was under constraint when he leaped, and if not, whether he acted with ordinary prudence.

It is also urged that the court erred in refusing to give appellant's tenth instruction, which is this: "If the jury believe, from the evidence that the train in question sometimes did and sometimes did not stop at Atlanta and that this was known to the plaintiff before getting on said train, or before the same left Lincoln, then it was the duty of the plaintiff to ascertain, from some one authorized person before becoming a passenger, whether said train would or would not stop at Atlanta on the trip in question. And if the jury believe, from the evidence that the plaintiff got on said train, knowing such stoppage to be uncertain, then the defendants were not bound to stop said train at Atlanta for his accommodation, and the taking plaintiff's ticket by the conductor did not constitute a contract to stop at Atlanta."

No one will question the legal right of a railroad company to appropriate a portion of their trains exclusively to the carrying of freight, and to entirely exclude passengers from such trains. Their obligations to the public only require them to furnish sufficient passenger trains to accommodate the travel, and such freight trains as the business of the country along their line requires. They are not required to carry passengers on their freight trains, or freight on their passenger trains. But they may if they choose do either. It then follows, that when a passenger purchases a ticket, he only acquires the right to be carried according to the custom of the road. When he obtains a ticket, he has a right to go to the place for which it calls, on any train that usually carries passengers to that place. But he does not acquire the right to insist that the company shall send him on a special train, or out of the customary course of their road.

When a traveler obtains such a ticket, he should inform himself as to the usual mode of travel on the road, and so far as the customary mode of carrying passengers is reasonable he should con-

form to it. These companies have passenger trains that only stop at the principal stations on their roads, and the right so far as we know has never been challenged, when they furnish a reasonable number of other trains, stopping at all stations, to accommodate public travel. And when a person purchases a ticket, he should ascertain whether the train will only stop at the principal stations, or at all of them, before he gets on a passenger train, and were he to get on one that was not accustomed to stop at the station to which he desired to go, he would not without an agreement to stop, have any right to insist upon the company's changing the course of their business for his accommodation. The requisite information can always be had from the agent when the ticket is procured, and it is but reasonable to require passengers to obtain the information and to act upon it.

If, then, the company may run passenger trains that only stop at designated stations, furnishing reasonable means for carrying passengers to all their stations, it is more reasonable that they may run freight trains which only stop at certain stations for fuel and water, or at such other stations as the transportation of stock or freight may require. And it is but reasonable that the company may exclude all passengers from such trains, or only carry them to the places at which they are accustomed to stop; and if a person gets upon such a train, without any agreement that they will stop at an unusual place of stopping he cannot require the company to change the usual course of their business for his accommodation, and to serve his convenience. Should a person get on such a train, without the consent of the employees of the road, the taking up of his ticket merely without an agreement to stop at the desired station, would not amount to an undertaking by the company to put him off at that place. In such a case, the passenger is in the wrong, and has no right to insist that he should be safely put off at the point he desires, or to be carried through without charge. The instructions are in harmony with these views, and should have been given. For the refusal to give these instructions, the judgment of the court below must be reversed and the cause remanded.

Judgment reversed.

**L**EAD The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 26, at 415,484 tons, and for the coal year at 4,821,932 tons, against 4,805,281 tons to corresponding time last year, being an increase of 16,701 tons. The bituminous tonnage for the week is 61,846 tons, and for the year 597,266 tons, giving a total of all kinds for the week of 476,830 tons, and for the year 5,419,197 tons, an increase as against production to same time last year of 117,303 tons.

**L**EAD Agreeably with their custom of spreading information concerning enterprises they have in hand, Messrs. FISK & Hatch have issued in pamphlet form a summary of the advantages of the Chesapeake and Ohio Railroad for carrying a large through traffic, together with suggestions on the production and shipment of breadstuffs, &c., the consumption of iron and coal and other topics in which the Chesapeake and Ohio Railroad has a direct interest.

The total tonnage of the Columbus and Hocking Valley road for the month of April was 73,344 tons. Total earnings of company for same time, \$93,187 53.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, May 3, 1873.

THE ANNUAL MEETING OF THE SHAREHOLDERS of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, the 28th day of May instant, at 11 o'clock A. M. The transfer-books of the Company will be closed after the 14th instant until the 2d day of June next.

A subsequent closing for the new stock subscriptions will be duly announced.

L. A. CATLIN, Secretary.

#### Notice to Contractors.

SEALED PROPOSALS WILL BE RECEIVED until noon of THURSDAY, May 15th, 1873, for the GRADING AND MASONRY of the Second Track on the main line of the Pittsburgh, Fort Wayne and Chicago Railway.

Between Highland and Enon, Pa., about 8 miles in length.

Between Beloit and Alliance, Ohio, about 5 miles in length.

Between Alliance and Louisville, Ohio, about 11½ miles in length.

Between Orville and Wooster, Ohio, about 18 miles in length.

Between Mansfield and Cresline, Ohio, about 11 miles in length.

Between Crestline and Bucyrus, Ohio, about 12 miles in length.

Between Lafayette and Delphos, Ohio, about 19 miles in length.

Between Fort Wayne and Hadley, Indiana, about 4 miles in length.

Between Columbia and Pierceton, Indiana, about 11 miles in length.

The work will be divided into sections, and proposals may be submitted for the grading or masonry separately.

The company reserve the right to reject any or all proposals. Good and sufficient security for fulfilment of contracts (by bond or bonds) will be demanded. Profiles can be seen and all information obtained on and after May 1st, 1873, for that portion of the proposed work situated between Highland and Cresline, at the Chief Engineer's Office, Pittsburgh, Pa., and for the portion west of Cresline at the Engineer's Office, Fort Wayne, Ind.

Proposals must be enclosed in sealed envelopes endorsed "Proposals for Second Track," and addressed to the undersigned at his office in Pittsburgh, Pa.

FELICIAN SLATAPER.

Chief Engineer.

Pittsburgh, April 22, 1873.

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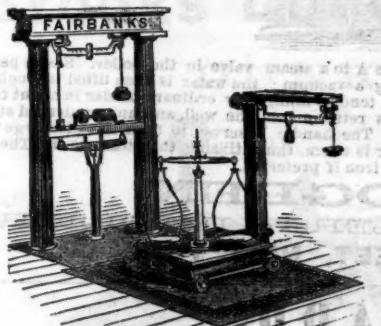
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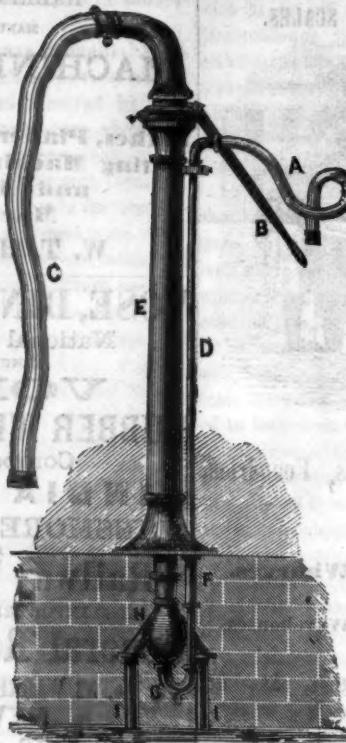
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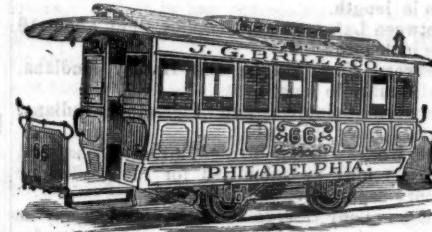
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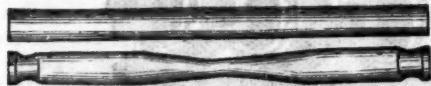
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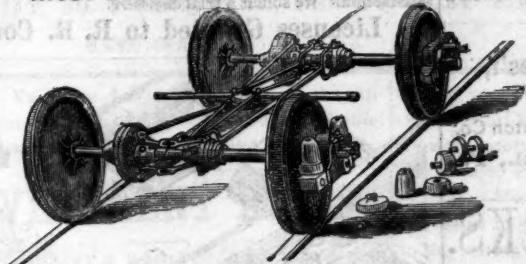
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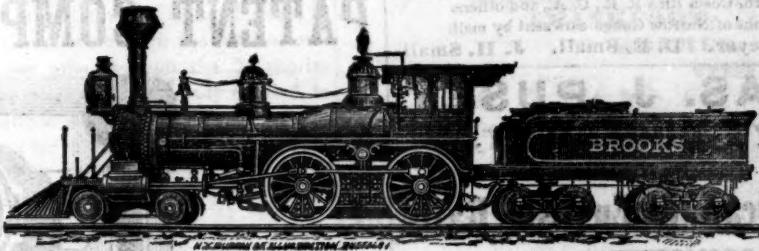
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having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

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Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED

June 16, 1868.



IMPROVED

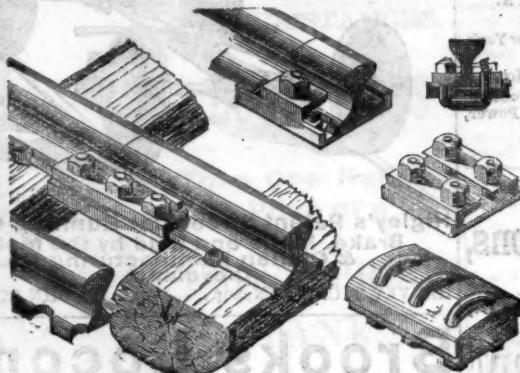
August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

LICENSES GRANTED TO R. R. COMPANIES, CAR BUILDERS AND OTHERS.



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Wrought Iron

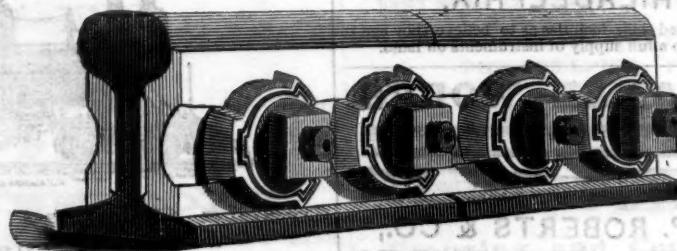
## RAIL JOINTS,

MADE BY

FISHER & NORRIS,  
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

## PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.  
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.